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The Hongkong Telegraph.

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G-E MOTORS
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AUSTRALIANS IN THEIR OLD FORM.

Gloucester Eclipsed.

(Reuter's Service.)

London, August 22.
At Cheltenham, before eight thousand spectators in fine weather, the Australians carried their total to 438. Parker took 5 wickets for 148. Gloucester gave a poor display, being dismissed for 127 in 2h. 50 min. Keigwin batted in solid style for 41. Hendry took 3 wickets for 13 and Mailey 3 for 21. Following on, Gloucester scored 115 for 6 (Keigwin 48 not out).

County Cricket.

Derby won by three wickets, Sussex by an innings and 119.

CANADIAN OPIUM-SMUGGLING.

Surveillance from the Air.

London, August 22.
The Canadian Air Board has arranged for seaplanes carrying Customs officials to watch all big ships on Orient routes to and from Vancouver for small boats on to which consignments of opium are dropped overboard and landed on quiet spots along the coast. There is already a notable decrease of suspicious-looking craft, synchronizing with the increased price of opium at Vancouver.

IMPROVING INDUSTRIAL CONDITIONS.

Activity in Tees-side Shipyards.

London, August 22.
Owing to the settlement of the shipyard joiners' strike, holidays at Tees-side shipyards have been curtailed. All will be working by the 24th inst. As further evidence of the improving industrial outlook, twelve blast furnaces are now operating in the Cleveland district.

ARE WHIST DRIVES ILLEGAL?

Liverpool Club Raided.

London, August 22.
At Liverpool the police raided a whist-drive club and detained 240 men and women on the allegation that the club was a gaming-house.

U.S. DESPATCHES MARINES TO PANAMA.

Washington, August 22.
A force of Marines has been ordered from Philadelphia to Panama.

(Other Telegrams on Page 2.)

ISA THEATRE A DWELLING?

Interesting Legal Argument.

At the Magistracy yesterday the hearing was resumed of the case in which Li Shing, formerly in the employ of the Hongkong Amusements, Ltd., as an operator, was charged with breaking into and entering the Tai Yat Cinema theatre in Yaumati with intent to commit a burglary.

The case was adjourned at the last hearing to enable the Magistrate to consider the point whether the Tai Yat theatre could be regarded as a dwelling house. To prove a charge of burglary it was essential to prove that the place entered was a dwelling house.

Mr. G. K. Hall Burton, prosecuting, repeated his argument of the previous hearing, that a place where a fair was held was a dwelling house if the building was a permanent one. In this case the theatre was a permanent building and was so described in the licence. It was used as a dwelling by certain employees of the theatre. They slept there. He admitted that if the theatre was used by someone for the security of the contents of the building then it was not a dwelling house. Mr. Burton cited a case to illustrate his argument.

Mr. Lindsell pointed out that in this case the evidence showed that the servants' quarters were on the opposite side of the road from the theatre.

Mr. Burton said that the accommodation afforded by the servants' quarters was for six persons, and as there were nine employees, the remainder had to sleep in the theatre. Mr. Burton quoted the Public Health and Building Ordinance of 1903 with the view to showing that a place occupied by three persons was a domestic building.

His Worship said he did not think the local definition of do-

LAND IN KOWLOON.

Sold for \$1.80 per Sq. Ft.

The New Kowloon Island Lot No. 339, area 3,636 sq. ft., was sold yesterday to Mr. Wong Yung-tung for \$6,550, the upset price being \$2,727. The upset price per sq. ft. was 75 cents and it realised \$1.80. Another lot sold yesterday, No. 1426, the area of which is 1,070 sq. ft., was sold to Mr. Lo Sheung-tuen for \$3,360. The upset price of this lot was \$787.50, or 75 cents per sq. ft. The price realised works out at \$1.50 per sq. ft.

domestic building affected the common law of burglary.

Another case, cited by Mr. Burton, was to the effect that if a man was found in a place where he had no business to be, it was up to him to explain his presence. Mr. Burton contended that having shown that the defendant was in the theatre after it had been locked up, it was immaterial whether the prosecution could prove intent to commit a felony or not. The onus was on the accused to prove honest intention.

The Magistrate agreed. Mr. Nash, solicitor-for-the-defence, said a dwelling-house must be proved to be a permanent building and that the owner or occupier, family or servants, lived there. In this case there was absolutely no evidence that the prosecutor had the intention of occupying the premises.

Mr. Lindsell said he was not satisfied that merely living on the premises was sufficient to prove the place was a dwelling. Therefore it was impossible to commit a burglary therein and for that reason defendant must be discharged. Mr. Burton asked the Magistrate to order defendant to sign a personal bond.

The Magistrate said he did not think the evidence of criminal intent was strong enough to justify the order.

A "REVELATION".

What Happened at the Peace Conference.

CANTON GOVERNMENT IMPEACHES MR. LLOYD GEORGE.

The Canton Information Bureau has forwarded us the following statement, which it has issued under date, August 21st. The statement has been prepared by Mr. Eugene Chen, who was a Southern member of the Chinese Delegation to the Peace Conference at Paris in 1919. It states:

Referring to Mr. Lloyd George's recent speech in the House of Commons, it is instructive to note that the "gentleman" argument which he advances in favour of renewing the Anglo-Japanese Alliance is, in sense and almost in terms, exactly the same argument that he advanced at a meeting of the Council of Prime Ministers, generally known as the Council of Four, in favour of Japan's claim to succeed Germany in Shantung.

According to the message carried by Reuters, Mr. Lloyd George stated that Japanese help in chasing raiders was one of the turning factors in the war. "I shall be suggested that we now say to the Japanese 'Thank you for standing by us in trouble, but we won't need you any longer. Good-bye.' Would anyone so behave in business? The British Empire must behave like a gentleman."

At the meeting of the Council of Four referred to, which took place at President Wilson's House, Place des Etats-Unis, Paris, on Tuesday, April 2nd, 1919, at 4.30 p.m., the Chinese delegate asked for a settlement of the Shantung question in terms of justice and pleaded that circumstances had so altered as to render unenforceable the Secret Agreement, dated 16th February, 1917, whereby Mr. Lloyd George's War Cabinet had pledged the British Empire to support Japan's claim to succession to all German rights in Shantung. Mr. Lloyd George justified the Agreement on the plea of military necessity. His reply is recorded in the Official Notes of the meeting taken by Sir Maurice Hankey, Secretary of the Council. A copy of these Notes is on file in the American State Department or the department or body in possession of the archives of the American Commission to Negotiate Peace. The following extract is quoted verbatim from a copy which I secured in Paris in 1919:

"Mr. Lloyd George said: '... the engagement that had been entered into with Japan had been contracted at a time when the support of that country was urgently needed. He would not say that Kianchow could not have been captured without Japanese support. It was a solemn treaty and Great Britain could not turn round to Japan now and say 'All right, thank you, thank you very much. When we wanted your help, you gave it, but now we think that the treaty was a bad one and should not be carried out.'"

This reply proves that it was no "loyal interpretation of the Alliance," as suggested by Mr. Lloyd George, which moved Japan to go to the assistance of Great Britain during a critical phase of the war. The opposite is the truth. Japan agreed to assist Great Britain only when the latter had promised to support Japan's claim to replace Germany in Shantung. And the British pledge was exacted in circumstances which permitted Japan to dictate her terms. A realist might describe the transaction as an act of diplomatic blackmail.

In this connection, attention must be redirected to a grave statement made by the Premier of Queensland when he visited London in the summer of last year. "The story of Japan's faithfulness to the Allies during hostilities," he wrote in the *Review of Reviews* for June, 1920, "has been praised from every platform; but who has put the other side of the case, or told of the quid pro quo which she demanded; or worse still, of the actual ultimatum to Australia, whilst the war was in progress?"

ANOTHER RENT'S ORDINANCE CASE.

Application for Ejectment.

Another case under the new Rents Ordinance came before Mr. Justice Wood, in the Summary Court, this afternoon, when Yan Kam-heung brought an action against the Ko Ming Company, confectioners, for the possession of the ground floor of No. 98, Bonham Strand. Plaintiff asked for a declaration of the Court under the Rents Ordinance, Section 4 (e) that such domestic tenement is reasonably required by the lessor for occupation for himself, or for his family, or for persons in his whole time employment; and he asked for a declaration of the Court under the Rents Ordinance, 1921, Section 4 (e) that alternative accommodation reasonably equivalent as regards rent and suitably in all respects is available, i.e., No. 103, Wing Lok Street.

Mr. F. X. D'Almada represented plaintiff and Mr. Webster the defendants. The two solicitors and his Lordship inspected the two houses concerned yesterday. The case is proceeding as we go to press.

ROBBED WHILST ASLEEP.

And in a Ricksha.

How a ricksha coolie was enabled to rob his fare whilst the latter was asleep was related by the victim himself to the police yesterday.

It appears that T. W. Spence, described as a marine chief officer and now resident at the Sailor's Home, engaged a ricksha last night and went to sleep in it. The coolie took him all the way to Happy Valley and dumped him from the vehicle in a secluded spot. On waking the marine officer found that his pockets had been rifled, and that a wallet containing some papers, a book of stamps valued at \$7 as well as a hunter watch of the value of \$25 had been extracted. As he could not recollect the number of the ricksha the police will now have considerable difficulty in tracing the puller.

TWO BUNKER HILLS.

A scheme is in hand to erect a memorial on Bunker Hill, near Hampstead Heath, to commemorate the help given by America to England in the war. The promoters of the scheme point out that on the Bunker Hill, near Boston, is a monument to commemorate the battle fought by the American troops against the English in 1775, and they hope by raising the proposed memorial near London to strengthen the bonds of friendship between the two countries. £10,000 is needed for the project.

This must also be noted. While absolute German rights in the Pacific and in Africa have been transferred to Japan and others in trust under the Mandatory System, Chinese sovereign rights leased only to Germany have been handed over by Mr. Lloyd George to Japan outright. And though the eventual entry of China into the war on the side of the Allies legally and morally altered the situation in which the Secret Agreement relating to Shantung had been made, Mr. Lloyd George insisted that British honour demanded the enforcement of an agreement which, extorted in circumstances of diplomatic force majeure, deliberately sacrificed vital Chinese interests.

A Chinese may be excused the suggestion that such a striking demonstration of British good faith would not prove to be another inspiring lesson in cynicism if British interests instead of Chinese rights had been sacrificed to England's loyal ally.

MOTOR CASES.

Reckless Driving Alleged.

A large number of traffic summonses chiefly dealing with reckless driving was heard by Mr. R. E. Lindsell at the Police Court this morning at the weekly sessions.

George Hop Yin, a chauffeur in the employ of the Dragon Garage, was charged with driving recklessly in a manner dangerous to the public at 7.30 on the morning of the 14th instant at Queen's Road East.

Sergeant Nicol stated that the car was travelling at a speed of more than 20 miles an hour. It passed a man on a motor cycle going along in the same direction.

A second charge preferred against the defendant was that he did not carry a licence.

Inspector Garrod said that as a matter of fact the defendant's licence had become extinct, and he should have renewed it before now.

Mr. A. A. Wilson, of the Dragon Car Company, said that on that morning the defendant was required to take the car from the Wanchai depot to the lighter on which it was to be conveyed to Kowloon for the benefit of a party going to Castle Peak.

His Worship imposed a fine of \$15 on a conviction of reckless driving and another penalty of \$10 for lacking a licence.

The driver of car No. 501 (Russell Street Garage) was charged with a similar offence committed at Aberdeen Village.

Inspector Appleton, in evidence, stated that an average speed of 20 miles was maintained by the defendant on that dangerous stretch between Aberdeen and the Paper Mills. As witness was keeping up with the car on a motor cycle he could judge from the figures on his own indicator that the defendant was going along at that rate.

The defendant gave the excuse that his speedometer was out of gear, and he judged that the rate he attained could not be more than 13 miles an hour.

Inspector Appleton informed the Magistrate that the defendant had had the opportunity of examining the figures indicated on the cycle's speedometer and had, moreover, previously confessed to going at a speed of eighteen miles.

A fine of \$25 was imposed.

The next case dealt with a charge of "lights out" preferred against a driver of the Dragon Garage.

It was stated that the defendant was given a chit by a police officer named Brennan stationed at Tsim Wan acknowledging a report made by the defendant that his lights were out of order. Mr. A. Wilson said that they admitted the lights were out. The driver had said that the Inspector, as he called him, had advised him to go slowly, and he managed to negotiate the return trip to the garage and was putting into the garage when a Chinese constable, perceiving the condition of the lights, took down his number.

The case was adjourned for a confirmation of the statement from Sub-Inspector Brennan.

The chauffeur of Mr. Silva Netto's car was convicted of reckless driving on the road at Aberdeen. Inspector Appleton said the car which was following the one mentioned in a preceding case, was being driven at the rate of between 15 and 19 miles an hour. The speed at this part should not be more than ten miles, and witness had to speed up his cycle in order to pass it. A fine of \$15 was inflicted.

The driver of a car belonging to the Russell Street Garage had a similar charge preferred against him.

On the night of the 14th instant, a police sergeant stated, he was standing on the pavement in Praya East when he saw two cars one of which was being driven by the defendant going along the road neck to neck, and at a dangerous speed. Witness called on them to stop but the order was never heard, and witness managed to get the

SUMMARY COURT.

Sequel to Recent Action.

Alexander Ross, carrying on business as Alex. Ross and Co. recently sued the Tin Cheong Company and Ho Kwai-hang, managing partner, for \$833.38, damages for breach of contract and on July 27th, by consent, judgment was given against both defendants for the sum of \$483.38.

This morning in the Summary Court, before Mr. Justice Wood, Mr. F. C. Jenkin, instructed by Messrs. Denny and Bowley, applied for leave to issue execution against Wong Ping-sun, com-pradore to the P. and O. S. N. Co., as partner in the Tin Cheong Company.

Counsel said the Company started business about March 22nd, 1920, prior to which a similar business had been carried on by the Tin Cheong Firm at the same premises, No. 42, Lyndhurst Terrace. The Firm had carried on business at that address for about 3 years and about Dec. 1919, or Jan., 1920, the Firm sought to increase its activities and it was proposed to form a larger business—the Company. After a time the Company was formed, but it had now ceased to carry on business.

Mr. Jenkin put in a number of the Company's books and called witnesses to prove that defendant was a partner.

Defendant was represented by Mr. D. J. Lewis.

The case was adjourned until Thursday morning.

number of the car nearest to him, which happened to be that driven by the defendant.

A fine of \$30 was inflicted.

A fine of \$20 was also imposed on the driver of a Star Garage car who was convicted of reckless driving at 1 p.m. on the 15th instant, at the Garden Road corner.

Reckless driving that resulted in the upsetting of a ricksha at Jubilee Street and causing injuries to the foot of a Chinese detective who was the passenger and minor injuries to the coolie, was the substance of a charge brought against a Breezy Garage chauffeur, who, on his own statement that he had a witness to disprove the charge, was remanded by his worship until to-morrow morning when the witness is to be produced.

An attempt made by a driver to negotiate a narrow space left between a tramcar on the one side and a truck on the other at Des Voeux Road Central on the 13th instant was witnessed by Sergeant Nicol who viewed this as a risky procedure as the car might get crushed between these two vehicles. In trying to pass between these two carriages the driver speeded up his car to a dangerous speed. The driver, who was employed by a Mr. Ho, was fined \$10.

Inspector Garrod in another case dealing with a charge of obstruction at Caine Road preferred against the chauffeur of Mr. Robert Yip stated to the effect that he was on his way to the office when he noticed the car inconveniently on the road with the defendant and others at work cleansing it. He told them to take the car into their own garage if they wanted to wash it, and they obeyed. But suspecting of these Chinese it appears that the Inspector gave orders to a sergeant whom he met at the Old Bailey on his way down, to return to the spot and see if the order was still being adhered to. The sergeant on his return reported that the car had been taken out and was on the same spot when he came to it. A fine of \$5 was imposed.

Three other minor offences which were then dealt with by the Magistrate completed what was an unusually large batch of cases to come before the Court at one session.

THE AMERICAN TELEGRAPH IN CHINA.

Mr. Hughes Insists on "The Open Door."

In spite of protests from three foreign governments—Great Britain, Denmark, and Japan—against a contract between the Chinese Government and an American telegraph company to construct wireless stations in China, the Secretary of State, Mr. Hughes, makes it clear that the treaty rights of American citizens in China and the principle of the "open door" are still to be considered. "And there is nothing vague or equivocal about what he says," remarks the *Providence Journal*. The Secretary's reaffirmation of the policy first enunciated by John Hay in 1899—a declaration which recognizes equality of commercial opportunity for all nations in China, decides that any nation can discriminate commercially against others, as the *New York Tribune* puts it—"indicates a return to the policy abandoned by Mr. Wilson when the latter sanctioned the Lansing-Ishii agreement and consented to the Shantung clause in the Versailles Treaty."

EQUAL PRIVILEGES TO ALL.

"The statement of Mr. Hughes will be accepted as final by the three protesting nations, and Japan, in particular, will take notice of the handwriting on the wall," predicts the *Brooklyn Eagle*. Said the Secretary of State in reply to the Chinese Minister's question as to whether the United States would withdraw its support of the Federal Telegraph Company:

"The Government of the United States has never associated itself with any arrangement which sought to establish any special rights or privileges in China, which would abridge the rights of the subjects or citizens of other friendly States, and I am happy to assure you that it is the purpose of this Government neither to participate nor to acquiesce in any arrangement which might purport to establish in favour of foreign interests any superiority of rights with respect to commercial or economical development in designated regions of the territories of China or which might seek to create any such monopoly or preference as would exclude other nationals from undertaking any legitimate trade or industry or from participating with the Chinese Government in any category of public enterprise."

"Thus is the position of this Government made clear, and it is one that has long been maintained," notes the *Indianapolis News* while the *Syracuse Post Standard* believes that this clarification of the note will not be lost upon Great Britain in considering the Anglo-Japanese Alliance.

News in To-day's New Advertisements.

The World Theatre's mid-week programme features "The Hired Man," Paramount Magazine and Mack Sennet Comedies.—Page 4.
Anyone want a good Chow pup?—Page 4.
Music and Music again at the K.O.C. on Saturday evening.—Page 4.

The Green Island Cement Co. have declared an Interim Dividend of 50 cts. per share.—Page 4.
Lammert's will sell a Power Pile Driver at Hols Wharf to-morrow forenoon.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 8½d.

The Weather.

2 p.m. Barometer—29.56. Temperature—89. Humidity—66.

Lighting-Up Time.

Lighting-up time to-day, 6.49 p.m.

NOTICE.



Just Arrived

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JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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SOLE AGENT,

MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.WO-PING THEATRE
MURDER.

Accused in the Dock.

The preliminary trial of Yeung Ko on a charge of murdering Li Siu-fan, a clown of the Chow Fung Nin Theatrical Company at the Wo Ping Theatre, commenced at the Magistracy yesterday afternoon. It was originally decided by the Magistrate (Mr. R. Lindell) to appoint a day on Thursday, but the hearing had to be expedited for the convenience of the Theatrical Company which was anxious to leave the Colony.

Case for Prosecution.

Mr. T. M. Hazlerigg, Assistant Crown Solicitor, prosecuted. Outlining the circumstances, Mr. Hazlerigg said that on the evening of the 18th inst. the Chow Fung Nin theatrical company was performing at the Wo Ping theatre. At 8.30 when the deceased actor was occupying the stage a man, who was alleged to have been the accused, and who was standing in front of the first row of seats opposite the stage on the ground floor, produced a revolver and discharged it at the deceased. Immediately after the man ran out of the theatre through the west exit—which opened on to the stage—and deceased collapsed. He was removed to hospital where he died shortly after admission. With regard to the antecedents of the accused, Mr. Hazlerigg said nothing was known of him except that at 6 o'clock on the evening of the crime he hired a room at the Kwong Fat boarding house in Connaught Road. It was not known whether he had any relation with the deceased and the Crown was unable to assign any particular motive for the crime. The case of the Crown would rest almost entirely on the evidence of eye-witnesses of the occurrence. The murder must have been witnessed by a very large number of people in the theatre, but as the murderer was standing in front he must have had his back towards them, and identification would have been very difficult. The Crown was therefore relying entirely on members of the theatrical troupe, people on the stage and the police.

At this juncture Mr. Hazlerigg produced a number of plans of the theatre and its neighbourhood and explained to the Magistrate (Mr. Lindell) the lay-out of the stage, the various gangways and other places indicated thereon. The width of the stage from pillar to pillar, said Mr. Hazlerigg, was 40 feet.

The Shooting.

Continuing, the Assistant Crown Solicitor said that when the shot was fired there were on the stage, apart from Li Siu-fan, two other actors in the east end of the stage who were watching the play. They stated that shortly before the murder they noticed a man standing in the gangway which ran along in front of the stage. One of them said that he saw the man produce a pistol and deliberately aim at the deceased who was then in the centre of the stage. The actors were about 22 feet from the murderer who ran away along the gangway and the two witnesses saw him ascend the steps of the exit on the west side. One of them identified the prisoner as the man who fired the shot at the Police Station the next day. This witness stated that he also recognised defendant after his arrest outside the theatre. The other actor failed to identify the accused. Another witness was a musician, who was playing his instrument on the west side of the stage, and who, after hearing the report of the firearm, saw a man running along the centre gangway towards the western exit. This witness identified defendant at the Police Station on the 18th.

The Magistrate: Not having previously seen him in custody?

Mr. Hazlerigg replied in the negative. Another witness, said Mr. Hazlerigg, was another actor who was leaving the theatre when he heard the report. He said he turned round and saw a man running towards the western exit. His view was, however, impeded by the band on the stage and by the railings of the west wing, and he could not identify defendant. A further witness was a watchman of the theatre who also saw a man running as he was sitting between the wing and the exit on the west side. The man, he said, was pursued by another man.

The Chase.

While walking down the gangway on the west side, Chinese constable No. 100 saw smoke in front of the stage when he was

about 15 feet away from the connecting point of the western gangway and the passage way which ran along the front of the stage. Immediately after a man started to run. He followed him, but was hindered by members of the audience and when he got to the foot of the stage the man was two or three paces ahead. Outside the exit the constable saw his quarry throw down a white coat and heard the fall of something heavy. They ran towards Connaught Road Central and when the man leapt over a bamboo fence the constable tried to grab him, but without success. The constable pushed aside the fence and continued the chase, never losing sight of his quarry until he arrested him. In Connaught Road the man turned to the left and dashed under the verandah where he collided with a passer-by and before he could recover his balance the constable jumped upon him and effected his arrest. Returning to the theatre the constable saw the white coat which he had noticed previously. It had been picked up by a watchman of the theatre and a Mauser pistol was found wedged up in it. Expert evidence would be called to show that the bullet bore traces of having been fired recently. Mr. Hazlerigg described the defects of the pistol and also the position of the wound.

Another Pistol.

The Assistant Crown Solicitor added that deceased remained unconscious until his death. Half an hour after the crime, a watchman of the theatre discovered in the centre exit of the west side—there are three exits on that side—another Mauser pistol lying on the ground, about forty feet away from the steps of the last exit through which the murderer escaped from the theatre. On being examined, it was found that this pistol had not been used since it was last cleaned. It contained eight live cartridges which were of a different make from those found in the chambers of the other pistol—seven live and one used cartridge. This pistol apparently had nothing to do with the crime and it was possible it had been discarded by a member of the audience who feared he would be searched.

Medical Evidence.

Evidence was then called. The first witness was Dr. W. E. A. Moore, Superintendent of the Government Civil Hospital, who said deceased was brought to his hospital by Sub-Inspector Field at 9.30 p.m. He was unconscious and suffering from a bullet wound in the lower part of his neck. Blood stain froth came out of his mouth. He died fifteen minutes after admission. The body was identified the next morning by several actors. Witness performed a post mortem examination on the body, which revealed that the bullet had entered the left lower part of the neck, slightly to the left side of the middle of the line, and passed through the wind pipe, fracturing the seventh cervical vertebrae and injuring the spinal cord, and had come to rest in the muscles of the back of the neck to the right of the backbone. Witness removed the bullet and handed it to Sub-Inspector Field. He also examined the other organs of the deceased and found them to be in a healthy condition. Dr. Moore identified the bullet in question, which was produced. Death was due to the injury to the spinal cord.

"Didn't Commit the Murder."

Asked if he had any questions to put to the doctor, defendant said: I didn't commit the murder. I don't know deceased and I have no malice against him. Mr. E. C. Neville, an overseer of the Public Works Department, produced five copies of plans of the Wo Ping theatre.

Mr. G. W. Avenell, an employee of Messrs. Lane, Crawford and Company, then gave evidence on the condition of the two Mauser pistols. Mr. Avenell said he had had 26 years' experience of firearms. On the 17th inst. he examined one of the pistols (the one which was found inside the white coat) at the Central Police Station in the presence of Inspector Murphy. The interior of the barrel was slightly rusty. Corrosion had set in. It had been fired after it was last cleaned. The chamber was considerably enlarged. A split appeared on a small portion of the top of the barrel. The cartridge produced had been expanded in conformity with the enlargement of the chamber. The result of the expansion on the effect of the pistol would be a jam which would prevent the automatic action of the injector. Any person who was accustomed to the

use of Mauser pistols would have noticed the defect.

Cartridges of English Make.

Mr. Hazlerigg: What would be the effect of this defect if you pull the trigger again after the first shot? Mr. Avenell said that the hammer would not cock. Answering further questions Mr. Avenell said that the seven rounds of live cartridges were of English make and were similar to the bullet and cartridge case produced. On the same day witness examined another Mauser pistol, the barrel of which was oily. In his opinion it had not been used since it had been last cleaned. The eight rounds of ammunition (which which it was loaded when it was found) were not of the same make as the other seven, but were of similar calibre.

A Man in a White Long Coat.

A woman, a visitor to the Colony, deposed that she was in the theatre with her daughter on the night of the 18th. She was sitting on the second seat of the front row on the west side of the centre gangway, and by her side was her daughter. At 8.30 she suddenly saw a man, who was wearing a white long coat, standing in front of the stage near the centre gangway. He raised his hand and immediately after she heard a report. The man in the white long coat then walked past her and an uproar followed. There were no other persons in front of the stage.

Mr. Hazlerigg: Did you notice anything regarding the actors on the stage after the report?

Witness: I saw one of the actors collapse.

Responding to the Magistrate's invitation to question the witness, defendant said: I was not in the theatre. I was arrested in the street.

"Have you any questions to put to her?" the Magistrate repeated. Defendant, to the witness: Can you identify me?

The woman: No. Mr. Lindell: Can you say if defendant was the man in the white long coat whom you saw?

Witness: No. I only saw a man. Mr. Lindell: Where did the report come from?—I don't know.

From Behind the Curtain.

Li Pui, an actor of the Chow Fung Nin theatrical company, stated that he was peeping out at the stage from the curtain in the east end of the stage at 8.30. He saw a man wearing a white long coat standing in front of the first row of stall seats with his eyes towards the stage, on which Li Siu-fan and Sheung Ngoy were performing. Witness' attention was suddenly attracted by the report of a firearm and soon after he saw the man in the white long coat running towards the exit on the west side. He could not say where the report came from and he had no knowledge what happened after the man had run away. There were no other persons in front of the stage.

Mr. Hazlerigg: Did you see the man making any movements before the report?

Li Pui: No. I saw one of his hands on his hip.

Mr. Hazlerigg: And after the report?—When he made off he lifted up the back of his long coat.

Did you see him again after the theatre had closed?—Yes. I saw him after his arrest. He was defendant.

Did you identify him at the identification parade?—Yes.

What called your particular attention to this man?—He was the only man standing in front of the stage.

When he turned immediately after the report in what position were his hands?—His left hand was tucked up under the back flap of his long coat and his other hand was hanging down under it.

Defendant said he was not wearing a long coat. The witness, however, maintained that he was, but admitted that he did not see defendant fire.

The Apprentice's Story.

Lam Hung, 16, an actor apprentice, said: At 8.30 I was sitting in the east side of the stage, opposite the band, with my hand resting on a table, and was watching Li Siu-fan, who was performing in the middle of the stage. Suddenly I noticed a man in a long white coat standing in front of the third seat in the first row. His hand was resting on his hip and his right hand was concealed under the back flap of his coat. About two seconds afterwards the man brought out a pistol with his right hand from under the flap of his coat, raised it in the air and then lowered it as he aimed at Li Siu-fan. (The boy here gave a dramatic imitation of how the assassin

handled his pistol when he drew it out). I heard "bang" and Li Siu-fan dropped down. I saw no smoke or flash. In running away I saw the man tucking up the back of his coat, revealing the black colour of his under garment. In his right hand was what appeared to be a pistol. He ran to the steps of the last exit on the west side, and I lost sight of him. The footlights of the stage were not illuminated at the time. He could not recognise the man.

At this stage the case was adjourned until this afternoon.

ANY-CENSUS MAN.
What is believed to be the first prosecution under the Census Act of 1920 came before the Marylebone magistrate London where a professional man, Mr. F. Guinness costs.

NOTICE.

"LILY OF FRANCE"
SILK SOCKS
GREATLY REDUCEDTO MAKE ROOM FOR
OUR WINTER STOCK

Prices

\$1.75 \$3.00 \$4.00

Usual Price

\$3.50 to \$7.50

IN SHADES OF WHITE, GREY,
BROWN, NAVY, CHAMPAGNE, SLATE
AND CORDOVAN.

LANE, CRAWFORD & Co.

FOURTH WEEK

OF

WHITEAWAY'S SALE

MONDAY, 22nd to SATURDAY, 27th AUG.

FRESH BARGAINS
OFFERED EVERY DAY.

WATCH OUR WINDOWS.

2,000 yards Tootal's Pique

White and Coloured. 44 inches wide.
Offered at ... \$1.25 yard.1,000 yards Coloured Bolton
SheetingVarious Colours. 50 inches wide,
Slightly Spotted.
Offered at ... 50cts. yard.

250 Robinson's Patent Kettles

All sizes. All at one price.
Offered at ... 50cts. each.

150 Printed Cotton Table Covers

36 inches Square. Numerous designs.
Usual Prices ... \$1.75 to \$2.50.
Offered at ... \$1.00 each.

SEE OUR BOOT AND SHOE BARGAINS.

TERMS CASH. NO ACCOUNTS OPENED.

WHITEAWAY, LAIDLAW & CO. LTD.
HONGKONG.

Gordon Pratt, of Ormeau-court, Bayswater, was summoned for refusing to make a census return. Prosecuting counsel said Mr. Pratt's household consisted of a wife and child, and five servants, and when the census paper was called for, it was seen that he had given no particulars regarding the servants. His explanation was that he had not asked them. When the enumerator offered to get the information himself, Mr. Pratt was obstinate and delivered a discourse on the unfairness of the Census Act, concluding by ordering the enumerator out of the house. Later he wrote the authorities a four-page letter, making a general attack on the Government, and declaring that he had no more time to learn the particulars from his servants than he had to learn the piano. A fine of £5 was imposed, with four guineas costs.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Good house for Chow pup of good stock. Age 5 weeks, brown with black muzzle. Apply Box No. 602 c/o Hongkong Telegraph.

TO BE LET.

TO LET.—With immediate possession, No. 4 Queen's Road Central Hongkong. Offices only situate on the 1st, 2nd, 3rd, 4th, and 5th floors. Entrance in Duddell Street. Hongkong, with use of two lifts, each floor fitted with Electric Wiring for lights and two lavatories. Apply to Box 593 c/o Hongkong Telegraph.

TO LET.—Shamshu Canton.—A well-built and desirable house, suitable for office and residence. Immediate possession. Apply to David Sassoon & Co., Ltd. Hongkong.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Wednesday, the 24th Aug., 1921 commencing at 11 a.m. at Holt's Wharf, Kowloon One Power Pile Driver Terms: Cash on delivery LAMBERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Wednesday, the 24th Aug., 1921 commencing at 11 a.m. at Holt's Wharf, Kowloon A Quantity of Miscellaneous Goods comprising: Steel plates, Tin plates, Round flat and square iron bars, Iron hoops, tubes, iron washers, Angles, Iron Rivets, Bolts and nuts, Wire, Cable, Typewriter supplies, Paint, Earthenware, Quaker pots, Emulsion etc. Terms: Cash on delivery LAMBERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Thursday, the 25th Aug., 1921 commencing at 11 a.m. at Quan Lee Workshop, Hungshom (for account of the concerned) A Quantity of Miscellaneous Goods comprising: Rubber hose, Iron pipe fittings, Steel wire, Mastic wall boarding, Engine parts, Antifriction metal, Rivets, Bolts, Nuts, Washers, Files, Wood screws. Also 1 Set Diving Gear 1 Dynamo Terms: Cash on delivery LAMBERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 26th August, 1921 commencing at 2.30 p.m. at their Sales Rooms, Duddell Street

A Very Fine and Superior Selection of Genuine Old Chinese Curios of Extreme Rarity comprising:—

Bronze and Porcelain vases, Inlaid burner, plates, figures, ginger jars, flower pots, bowls, wine cups, tea pots, josses, lions and ornament, Pekin Glass snuff bottles and vases, Crystal, Agate and Jade Figures, vases, lions, josses and ornament, Neck lace, Pekin cloisonne vase, Enamelled plates, bowls, Lacquered screen, panel, side-table, chairs, Soochow Blackwood chairs inlaid with porcelain panels, Mandarin coats, and Porcelain of Kanghi, Yung-ching, Kienlung, Kahing and Tchowkwang periods, Including Scrolls of Tang, Sung, Yuen, Ming and Tsing Dynasties.

Also Agate Incense Burner and cover On view from Thursday the 25th inst. Catalogues will be issued. Terms: Cash on delivery. LAMBERT BROS. Auctioneers.

That Old Piano!

If you've an old piano, player-piano or an organ, why not turn it in here in part payment for a brand new piano or player?

We'll make you a good allowance on your new purchase.

ANDERSON'S THE MUSIC SHOP

Des Vaux Road

KOWLOON CRICKET CLUB

MIRTH AND MUSIC

at the above Club on

SATURDAY, AUGUST 27th at 9.15 p.m.

VOLCALISTS, INSTRUMENTALISTS, COMEDIANS & JAZZERS, will perform.

Admission: \$1.00 (by permission of the Government) A limited number of Reserved Seats at \$1.50 Late Car to the Peak at 12.30 BOOKING AT MURPHY'S & THE CLUB

DON'T FAIL TO VISIT THE ILLUMINATED SUPPER GARDEN.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates. Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

The COWIE HARBOUR COAL CO. LTD.

NOTICE.

GREEN ISLAND CEMENT CO., LTD.

An INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the half year ending 30th June 1921. Such Interim Dividend will be payable on and after Friday the 9th September at the offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from the 30th August 1921 until the 9th September 1921 (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors. SHEWAN TOMES & CO. General Managers.

HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show where in the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the proposed Resolution will be proposed as an Extraordinary Resolution, namely:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the proposed Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

(3) That each of the existing 30,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,500,000 be divided into 5 fully paid up shares of \$10 each so as to make a new Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforementioned bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolution Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this fourteenth day of the July, 1921. By Order of the Board. J. H. TAGGART, Manager.

SAFEGUARD THE CHILDREN

AGAINST HOT WEATHER ILLS.

Every mother knows how fatal the hot summer months are to small children. Cholera, infantum, diarrhoea, dysentery and stomach troubles are rife at this time, and often a precious little life is lost after only a few hours' illness.

The mother who keeps Baby's Own Tablets, the Canadian children's remedy, in the house feels safe. The occasional use of these Tablets prevents stomach and bowel troubles, and if sickness comes suddenly they help bring the little one through.

Baby's Own Tablets make teething easy, are a positively harmless remedy for simple fever, indigestion, colic, constipation, diarrhoea and worms. Are equally helpful to the youngest infant as to the child of 6 or 8 years. Obtainable from druggists, also post free, 60 cents the tin, from The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

GENERAL NEWS.

CHANG HSUN AGAIN.

The rumour of taking General Chang Hsun into Government service, which has for a time ceased to circulate, has once again got wind. This is, it is reported, due to a proposal made by Marshal Chang Tso-lin to the Central Government for utilising General Chang Hsun in order to prevent the Chihli faction from acquiring a sphere of influence in the region of Hupeh. In this connection, a vernacular paper at Peking, which is connected with the Cabinet, reports as follows:—The matter relating to the appointment of General Chang Hsun as Inspector General of the Yangtze Valley was deliberated upon at a recent Cabinet council, at which it was officially decided to appoint him Inspector General of Kiangsu, Anhwei, Kiangsi, and Hupeh. Previous inquiries have been made to Tschun Wang Chuan-yuan, of Hupeh, regarding the matter in question. Although an approval has been obtained from Tschun Wang, Anhwei and Kiangsu provinces, it is uncertain whether or not President Hsu Shih-chang will sanction the proposal so easily.

CONDITION OF TRANS-SIBERIAN RAILWAY.

F.R. Administrator's Task.

The railroads of the Far Eastern Republic are divided for convenience of handling into three parts. The Chita Railway includes that part of the old Russian Trans-Siberian Railway which runs from Verkhne-Udinsk to Manchuria Station with the branch from Kariyskaya to Stratenak, a main line mileage of 1,315 versts. The Amur Railway runs from the junction on the Stratenak line to Habarovsk, a distance of 1,811 versts. The third division is the Ussuri Railway, comprising all the lines south of Habarovsk connecting with Vladivostok and Pogranichnaya, a total of 832 versts. When Shator's survey was made in October, it was found that on the Chita Railway there had been destroyed 98 wooden and 36 steel bridges, and seven tanks, writes Mr. O. Keith, correspondent at Chita of the N. C. D. N. On the Amur Railway there had been destroyed 419 wooden and nine steel bridges, including the great steel structure over the Amur River at Habarovsk, the largest bridge in Siberia. On this road 87 railway buildings had been burned. On the Ussuri line 47 steel bridges had been destroyed. So much for the road itself. The condition of the rolling stock was hardly better. Broken and worn-out engines and burned and smashed freight cars contributed most of the total. On the Chita Railway alone the daily requirement was 60,000 pounds of coal and 75 cords of wood if the road was to function at all.

VAST SUMS NEEDED.

Shator got together the figures of his survey and arranged the discouraging results in a series of diagrams by means of which he could present the situation most graphically to the National Assembly as soon as it was organized to take up questions of internal reconstruction. The general conclusion was that in order properly to deal with the transportation problem it was essential that the Ministry should have available for the first year a total in money of 32,546,383 gold roubles. This was altogether staggering, and the Assembly could do of 96 per cent, was only the beginning. The Ministry has actually received in money a total of 200,000 gold roubles! The difference between estimates and receipts in materials which could be supplied locally was even greater. The estimate called for materials to the value of 4,500,000 roubles, while the receipts have been 100,000 roubles.

Such a situation might well have appalled the stoutest-hearted railway man. In almost any well-organized country the Minister of Transport would have at once resigned when confronted by such conditions. Here appeared the good fortune of the young republic in having at this post a man who was used to making a fight against overwhelming odds. Shator did not resign. He said "Nichevo," or words to that effect and went to work. And in spite of the odds he has got things done. Not as much as he could have done if he had had plenty of money, but none the less he has made a very substantial showing. It had to be!

The railroad is the life of the country and it must work.

SOMETHING ATTEMPTED.

On the Chita Railway, of the 134 destroyed bridges, 39 have been restored permanently and the remainder temporarily. The seven tanks have been rebuilt. Of a total of 299 engines, 115 are now operating, the remainder being "sick and dead." Of 7,309 freight cars, all but 2078 are in running. A few—a very few—passenger coaches have weathered the storms of the last few years sufficiently well to be used for the light passenger traffic. The coal requirement falls 30 per cent. short, but Shator makes it up with wood and expects to have the full requirement in a few weeks.

On the Amur line all the bridges except the big one at Habarovsk have been temporarily restored. A ferry with a capacity of 27 cars takes the freight across the river. 87 out of 169 engines have been got into working order. Of 3,115 freight cars all but 870 are fit for service. This road operates entirely by wood. It has coal mines but there is no money to run them.

It is the same story on the Ussuri. The 47 bridges have been temporarily repaired. Of 221 engines, 100 have been put into running order. The road has 8,044 freight cars of which all but 1,570 are serviceable and of which 4,500 are practically new steel cars. Most of these are American-built and were sold to old Russia.

AT YOUR SERVICE

CARS THAT ARE COMFORTABLE.

RATES THAT ARE REASONABLE.

DRIVERS THAT ARE RELIABLE.

SCENERY THAT IS ENCHANTING.

SATISFACTION THAT IS ASSURED.

BY

PHONING EITHER

Hongkong 155

Kowloon 27

The United Motor Co., Ltd.



Tuesday, the 23rd to Thursday, the 25th August. 9.15 p.m.

CHARLES RAY

"THE HIRED MAN"

A Paramount Star Attraction in 5 acts. Paramount Magazine & Mack Sennet Comedies.

5.15 p.m. Matinees Tuesday & Wednesday (23rd & 24th) EYES OF YOUTH.

Thursday, 25th August.

4th & 5th Episodes of "VANISHING TRAILS"

There may be some fine legal points involved as to the right of the new Republic to take over these cars but their discussion need not detain us. The Japanese have rendered it unnecessary by keeping the cars for their own use. They have also taken the railroad itself south of Evgenievka, about 350 versts of line together, so as to have some place to use or store—these cars.

HANDLING THE MEN.

How has all this been done? That is a question which becomes even more interesting when we learn that the men have not received any pay for eight months. Food and some clothing have been distributed but no money has been in sight until July 4, when they were to receive five gold roubles apiece. They did not get it because, although the order for its payment was signed by the Government on that day, it takes three days to get the money out of the treasury! So the men laid off for a couple of days until they got it.

The matter of handling the men has been by no means the least of Shator's tasks during these trying months. It is not easy to keep enough men to run 2,800 miles of railroad at work for eight months without pay. There is a story that when the men struck for money Shator took down a company of soldiers with machine-guns and gave them the choice of working or being buried. Shator's own statement is that he has kept them at work by keeping them informed of just what is going on, just how necessary it is for their own salvation and that of the country to get the railroads working again, and showing them that they are faring as well as anyone else who is striving to put the new Republic on its feet.

As an executive Shator sees perhaps more clearly the need of a "fair day's work for a fair day's pay," even when the pay is not forthcoming. He has a "laziness chart" which shows how much more time is lost from the men laying off than from sickness and vacations combined. Such legends as "More Miles More Freight," "A Defective Engine Is the Railway's Worst Enemy," "The Best Way to Help the Railway is Honest Repairs," "You can't Go Far on Rotten Ties," etc., etc., are placed where the men must constantly read them. This hardly squares with the general idea of control by the workers. Surely it is not Communism.

THE DISTURBANCES IN CENTRAL CHINA.

Opposition to Wu Pui-foo.

General Wu Pui-foo immediately upon his arrival in Hankow last week, hastened to the front line of battle, and opened negotiations with the Hunan troops in an attempt to come to terms with them and to make them withdraw from the Hupeh borders.

But General Chiang Tso-ping, Commander-in-Chief of the Southern troops, has rejected the demand and at the same time refused to recognize the appointments of General Wu Pui-foo, as Inspector-General of Hunan and Hupeh, and of General Hsiao Yao-nan, as Tschun of Hupeh, threatening to attack Wuchang and to establish an autonomous government there.

In consequence, the proposed peace negotiations will not, it appears, be carried out so easily, and indeed the negotiations are reported to have already been broken off between General Wu and General Chiang. French hostilities are expected to take place at any moment.

SELF-GOVERNMENT FACTION AGITATING.

A mass-meeting of the people of Hupeh was held on the 14th inst., at which the following resolutions were passed:—

- (1) To publish broadcast the nature of crimes committed by Wang Chuan-yuan and to request the Peking Government to deal with him as he deserves.
- (2) To sequester Wang Chuan-yuan's property.
- (3) To punish these people of Hupeh who rendered assistance to Wang Chuan-yuan.
- (4) To proclaim self-government for Hupeh, and that Hupeh questions shall be settled by Hupeh province.
- (5) To expel both Southern and Northern troops from the self-governing sections of Hupeh.
- (6) To effect the abolition of Tschunship and the curtailment of soldiery of Hupeh.
- (7) Each prefecture shall elect one executive committee to enforce self-government in Hupeh.

The proposal to sequester Wang's property looks like bolting the stable after the horse's escape. Wang was reported days before to have moved his belongings to extra-territorial quarters.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"KEEMUN" 6th Sept. London, Rotterdam & Hamburg
 "CALCHAS" 7th Sept. London, Amsterdam & Antwerp
 "NELEUS" 13th Sept. London, Amsterdam & Antwerp
 "GLAUCUS" 20th Sept. London, Rotterdam & Hamburg
 "ELPENOR" 27th Sept. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"NINGCHOW" 8th Sept. Genoa, Marseilles & Liverpool
 "THESEUS" 20th Sept. Marseilles, Havre & Liverpool
 "EUMAEUS" 7th Oct. Genoa, Marseilles & Liverpool
 "TELEMACHUS" 15th Oct. Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION" 21st Aug. } Victoria, Seattle & Vancouver
 "TALTHYBIUS" 14th Sept. }
 "TYNDAREUS" 5th Oct. }

NEW YORK SERVICE

(via Suez or Panama)

"ATREUS" 29th August. via Suez
 "PYRRHUS" 3rd Sept. for Shanghai, Kobe & Yokohama
 "ASCANIUS" 7th Sept. for Singapore & Liverpool
 "PYRRHUS" 11th Oct. for Singapore & London

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE
AGENTS.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"

will be loading for COPENHAGEN and other Scandinavian and
Continental ports end of September/beginning of October.

Further Sailings:—

M. S. "JAVA" Oct. Nov.

M. S. "PANAMA" Dec.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Hongkong, 18th August, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"TRIESTE"

From TRIESTE, via VENICE,
BRINDISI and STRAITS.Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the God-
owns of the Hongkong and Kowloon
Company, Ltd., at Kowloon, whence,
and/or from the wharves delivery
may be obtained.Optional Cargo will be forward-
ed unless notice to the contrary
be given before 17th inst.No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining unde-
livered after the 23rd inst. will be
subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 23rd inst.
or they will not be recognized.All broken, chafed, and damag-
ed Goods are to be left in the God-
owns, where they will be exam-
ined, on the 23rd inst. at 10 a.m.No Fire Insurance will be ef-
fected.Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.,

Agents.

CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"SIBERIA MARU"

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
DAIREN & SHANGHAI.The above named Steamer hav-
ing arrived on Sunday the 21st
inst. Consignees of cargo are here-
by notified to present their Bills of
Lading for countersignature, and
take immediate delivery from
alongside steamer or the Com-
pany's Godown, where all cargo
impeding immediate discharge
will be landed at Consignees' risk.
Storage will be assessed on
cargo remaining undelivered after
Monday, the 29th August, 1921.All broken, chafed and damaged
packages will be landed into the
Company's Godown, where same
will be examined on Wednesday,
the 31st Aug., at 11 a.m.No claims will be recognized
after the goods have left the
steamer or Godown, and none
will be entertained if presented
later than three weeks after
arrival of steamer.No fire insurance whatever will
be effected.Y. TSUTSUMI,
Manager.

Hongkong, 21st August, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From YOKOHAMA via
Kobe & DAIRENTHE Company's Steamship
"HIMALAYA MARU"having arrived from the above
ports, Consignees of Cargo
are hereby notified that their
goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where delivery can be obtained
as soon as the goods are landed.Goods not cleared by the 25th
Aug., 1921 will be subject to rent.Damaged packages must be
left in the Godowns for examina-
tion by the Consignees' repre-
sentative and the Company's
Surveyors, Messrs. Goddard and
Douglas, at 10 a.m. on Wednesday
and Saturday. All claims must
be presented within Ten days of
the steamer's arrival here, after
which date they cannot be re-
cognized. No claim will be ad-
mitted after the goods have left
the Godowns.No fire insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.OSAKA SHOSHEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 19th Aug., 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Steamship

"INABA MARU."

having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and de-
livery can be obtained as soon
as the Goods are landed.Optional Goods will be carried
on unless instructions are given
to the contrary before Noon, To-
day.Goods not cleared by the 25th
Aug., 1921, will be subject
to rent.Damaged packages must be
left in the Godowns for examina-
tion by the Consignees' and the
Co.'s representatives at an ap-
pointed hour on Tuesday and
Friday. All claims must be pre-
sented within ten days of the
steamer's arrival here, after
which date they cannot be re-
cognized. No claims will be ad-
mitted after the goods have left
the Godowns.

NIPPON YUSEN KAISHA,

Agents.
Hongkong, 19th Aug., 1921.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From TACOMA via
YOKOHAMA, KOBE AND
MANILA.The Company's Steamship
"AFRICA MARU"having arrived from the above
ports, Consignees of Cargo
are hereby notified that their
goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where delivery can be obtained
as soon as the goods are landed.Goods not cleared by the 25th
Aug., 1921 will be subject to rent.Damaged packages must be
left in the Godowns for examina-
tion by the Consignees' repre-
sentative and the Company's
Surveyors, Messrs. Goddard and
Douglas, at 10 a.m. on Wednes-
day and Saturday. All Claims
must be presented within Ten
days of the steamer's arrival here,
after which date they cannot be
recognized. No claim will be ad-
mitted after the goods have left
the Godowns.No fire insurance whatever will
be effected.Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.OSAKA SHOSHEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 22nd August, 1921.

NOTED GULFER BARRED FROM
AMERICA.James Barnes, the golfer, who
arrived on the Mauretania, was
barred from entering the United
States under the new immigration
law. Barnes has been living in
the United States for 16 years,
but has only his first citizenship
papers. Barnes, who is a Cornish
man, went out to America at the
age of 11. He came over to take
part in the British Open golf
championship, and created a
record by going round the old
course at St. Andrews in 70. He
took twelfth place in the final.

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM,
PORT SAID, COLOMBO
AND STRAITS.

The Motorship

"GLENARIFFE"

having arrived from the above
ports, Consignees of cargo by her
are hereby informed that all goods
are being landed at their risk into
the hazardous and/or extra haz-
ardous Godowns of the Hongkong
and Kowloon Wharf and Godown
Company, Limited, whence,
and/or from the wharves, delivery
may be obtained.Goods not cleared by the 26th
inst. at 5 p.m. will be subject to
rent.All broken, chafed and damag-
ed packages are to be left in the
Godowns where they will be ex-
amined by Messrs. Goddard &
Douglas, on the 26th inst., at 10
a.m. Claims against the steamer
must be presented on the special
form provided and must also be
submitted within 30 days of
arrival otherwise they will not be
recognized.No Fire Insurance will be ef-
fected by us in any case what-
ever.Bill of Lading will be counter-
signed byJ. J. MATHESON
& CO., LTD.Agents.
Hongkong, 19th Aug., 1921.SAVARESS'S
SANTAL
CAPSULESPHYSICIANS RECOMMEND THEM
OF ALL CAPSULES. Made in London.

SHIPBUILDERS.

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MECHANICAL AND

ELECTRICAL

ENGINEERS.

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OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

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BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

BRITAIN BUILDING FEWER
SHIPS.Much Work Suspended On
The Stocks.British merchant shipbuilding
is having a bad time, remarks the
Daily Chronicle."We are not only completing
fewer ships; we are starting new
work on fewer," it points out.Merchant tonnage under con-
struction in the United Kingdom
at the end of June amounts to
3,330,047 tons—a reduction of
about 269,000 tons compared with
the total at the end of the pre-
vious quarter.

SUSPENDED WORK.

But these figures are only
nominal, and the position is
worse by reason of the amount of
tonnage on which work has been
suspended owing to decline in
demand, and the large quantity
of tonnage the completion of
which has been postponed owing
to the joiners' strike and the coal
dispute.Suspended work amounts to
735,000 tons, and delayed comple-
tion 444,000 tons. These two
totals (1,179,000 tons) must be
deducted to enable a comparison
to be made with figures for nor-
mal times. We get a reduced
total of 2,351,000 tons under con-
struction.Compared with the quarter
ended March 31, 1921, there has
been a reduction of about 104,000
tons in the shipping launched
during the past quarter.Actually completed work com-
pares very unfavourably with
pre-war times. In 1913 the aver-
age tonnage completed during
each quarter was over 23 per
cent. of the total work in hand at
the beginning of the quarter, the
corresponding figures for the last
six months are as low as 8 1/2 per
cent.LESS WORK BEGUN.
In tonnage laid down there is
the same doleful tale. In the
March quarter the decreased
amounted to 113,000 tons, and
there is now a further reduction
of 224,000 tons.Tonnage actually begun in the
June quarter was only 68,928
tons, which represents less than
2 per cent. of the tonnage in hand
at the beginning of the quarter.
This significant figure indicates a
very unfavourable outlook for
the near future.Total merchant tonnage being
built abroad is 2,669,421 tons.W. S. BAILEY
& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 H.P. to
50 H.P. now in stock
also spare parts.Works ... Tel. K.21.
Manager ... " K.533.
Secretary ... " K.369.
Harbour Engineers, K.604 &
K.622.

Telegrams "SEYBOURNE"

with little or no suspended or
delayed work. This, about 619,000
tons lower than the total at the
end of March 1921, is largely due
to continued decrease in the Unit-
ed States, where the tonnage now
under construction is only 17 per
cent. of the total in building there
in March 1919.

OUR RIVALS.

Apart from the United States,
the leading countries abroad
are:—

Tons	Tons.
Holland 91,389	Italy 310,333
France 396,453	Japan 329,262

Total decrease in these four
countries amounts to 169,000 tons
compared with the previous
quarter.At present there are 168
steamers and motor-vessels, each
of over 1,000 tons, with a total
tonnage of 1,151,578 tons, under
construction for the carriage of
oil in bulk. Of this total, 89 (of
585,980 tons) are under construc-
tion in the United Kingdom, and
43 (of 388,863 tons) in the United
States. Tonnage of vessels under
construction to be fitted with in-
ternal combustion engines
amounts to 502,944 tons.Not counting ships of less than
100 tons, Lloyd's reports a total
of 4,235,511 tons under construc-
tion at the end of June in all
parts of the world.Our Portrait is of Mr. WALTER E. WHITE,
of 41, Bells-lane, Chislehurst, London,
England, who writes:—

Some three years ago I had a
swelling in the knee cap. One night
I knocked my knee which caused a little
ulcer which in time, no matter what I
did, developed across the whole knee.
I had one large gaping wound, and with
all the care and attention that wound
was open for 15 months. Being an
all-round athlete, holder of many cups
and prizes, I began to give up all hope
of ever taking my place again among
the athletes. One day one of my fellow
workmen inquired how my leg was,
and told me it was "Clarke's Blood
Mixture" I wanted. That day I bought
a bottle, and when I had finished it I
was not only surprised myself, but all
my workmates could see improvement.
I could bend my knee a little and that
gave me encouragement, so I persevered
with it and am glad to say seven bottles
completely cured me. I am now as well
as ever, and am still holding my own as
an athlete.

Sufferers from Red Legs, Rheumatism, Ulcers,
Eczema, Scalds, Pimples, Eruptions, Itching,
Gout, should realize that lotions and ointments
can but give temporary relief, so be sure of
complete and lasting benefit, the blood must be
thoroughly cleansed of the impure waste matter,
the true cause of such troubles. Clarke's Blood
Mixture quickly attacks, overcomes, and expels
the impurities, that is why, so many remarkable
cures are due to its use. Pleasant to take,
and free from injurious ingredients.

Of all Dealers—see that you get

Clarke's Blood Mixture

"Everybody's Blood Purifier."

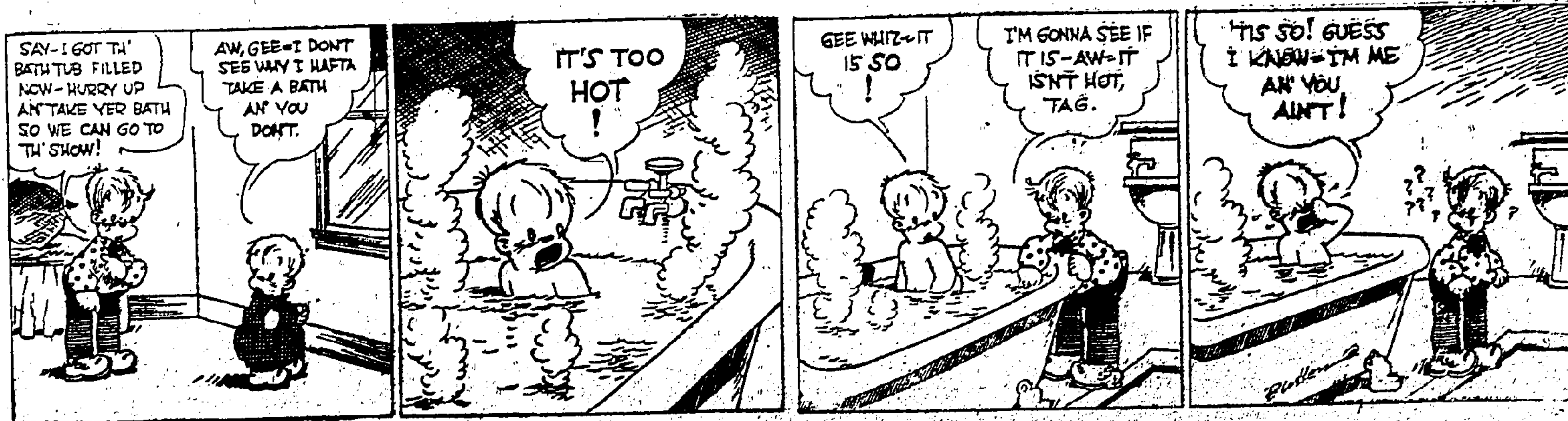
KRYPTOK LENSES

are conceded to be one of the very
best forms of bifocal lenses. The
bifocal segment is ground and
fused into the distant lens making
the product practically one piece
of glass. The segments are totally
invisible and the lens has a
beautiful appearance. Kryptok
lenses of any prescription in
either regular or Toric form are
manufactured by The Hongkong
Optical Co., Successors to Clark
& Co., Manufacturing and Re-
fracting Opticians—the most
competent optical manufacturing
establishment in South China—
located in 53, Queen's Road Cen-
tral. Fitting glasses and testing
the sight is their speciality.

FRECKLES AND HIS FRIENDS

That's Telling Him, Tagalong!

BY BLOSSER



SPARKLING MINERAL WATER.

Pyeris

Delicious either alone or blended with wines and spirits.

A.S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 430.

Cable Address: Hongkong. Telegraph.

Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

Death.

GOMES.—At his residence, No. 3 Austin Avenue, on August 23rd, Dr. A.S. Gomes in his 77th year. Funeral will pass the monument at 5.45 p.m. to-morrow the 24th inst.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 23, 1921.

IS OUR PEAK A CURSE?

"You people in Hongkong deserve to be hot, because you have been far too lazy to be otherwise." That was what a visitor up from Singapore told us over the weekend. We were hot enough, in all conscience, without being told that we deserved it. We asked just what was meant by the accusation and we were very soon told. The visitor had had a pretty good run round during his short stay here, had been up to the Peak, over to Kowloon in "flatland," round the island and also round the New Territories in a motor car; in fact he had "done" the Colony pretty thoroughly. He thought the people living at the Peak were lucky in being able to afford to live up there, that was all he said about them. But he thought the people living in Kowloon were foolish to allow themselves to be hived away in flats. They deserved to be hot; he had no sympathy for them and he had very little to say that was good for the authorities of the Colony who made such hiving together necessary.

What was the good of all the beautiful country on the island and on the mainland if it wasn't used? Need all those acres be given over to greenery and nothing else? We had become like a lot of ants in a little nest, had clung too much to the centre instead of getting out where the winds blew and where there was enough air for everybody provided they spread themselves out enough. We pointed out to this enthusiast the drawbacks, the difficulties of transportation and the waste of time that would be involved by the travelling. We made out as good a case as we could, but he turned it all down as weak excuses. What about the Londoners: the thousands of men and women who have to travel morning and night from the suburbs north, south, east and west. We were lazy, we wanted our bedrooms in our offices or next door to them. We had no eye for beauty, otherwise we wouldn't be living in the maze of plaster-faced flats that make Kowloon look like a cement works. The City of Hongkong was a place in which to work; the land at Kowloon near the railway and wharves was a place for industrial enterprises; the land away beyond the environs of the City and beyond the immediate locality of the sea front on the Peninsula was that which should have been utilised for residential areas, not flats but bungalows with their own gardens. There was heaps of room for it. But we had begun wrongly and he supposed we would go on doing wrongly until, in some distant time, it would dawn upon an over-heated population of flat-dwellers that they had suffered too long. He didn't know whether a riot or revolution would work best, but with that he wasn't concerned.

Hot air, will the reader say? Isn't there a lot of truth in this man's unkindness; haven't we lacked the vision which the beauty and spaciousness of the territory which is ours should have given us? We have built a railway and we allow it run through miles of territory almost unoccupied while we crowd in less than few dozen streets. We have miles of beautiful coast line untouched and open to modern ferry services. We have spent thousands of dollars on scenic roads and leave them almost empty of residents. We have crowded into a City and we have crammed ourselves upon a peninsula point. The Peak dweller smiles to himself and says "Yes, but I'm all right." It might be that out executive officials have nearly always been Peak dwellers and haven't thought of those others for whom there is no accommodation on those exalted heights. And so our Peak, of which we boast, might well be deserving of our curses, because if we hadn't had it we might have had garden cities for the humble.

NOTES & COMMENTS.

Chinese Wallingfords.

How the get-rich-quick mania has been growing in China may be judged from some statistics collected by a correspondent, who, writing in a Shanghai paper, states that during June and July "stock exchanges" and trust companies to the number of 62 made their appearance, with a nominal capital of \$200,000,000. It may be that an element of "flutter" once in a way does no harm to markets and may do some good, but the multiplication of speculative agencies at this pace must be exceedingly detrimental. That speculative operations are their main purpose has been made amply evident; and the number of these projects continues to increase. So ripe has the gambling spirit shown itself that the authorities at Peking, not prone to be over-cautious in these matters, has taken to refusing registration. Not to be frustrated, the promoters are seeking to join hands with Europeans so as to establish the exchanges within the concession area at Shanghai, which has impelled the Chinese Government to request the Diplomatic Corps to move with a view to clapping a stop upon this species of cosmopolitan co-operation. The Peking authorities are said to fear that foreign claims against the Chinese Government might be the outcome of such ventures. Irrespective of this question, any steps which the ediles of the Settlement can reasonably take to check "franzied finance" will be abundantly justified.

U. S. Mercantile Marine.

President Harding's reference to "unspeakable losses and waste" emphasises the gravity of the position relative to the U. S. Shipping Board. There is a general feeling that with her almost incalculable wealth, America is equal to any imaginable strain; the seriousness of the shipping position is thereby made the more manifest. Not long ago we heard of a proposal to write off as "war losses" the colossal sum of three billion dollars in respect of the Mercantile Marine. But the undertaking represents a continuing liability, and every week brings news of some additional bill to be faced. Some seven hundred laid-up vessels are not only earning nothing but are estimated to be costing over half a million U. S. dollars per month for upkeep. Mr. Lasker, Admiral Benson's successor as President of the Shipping Board, has characterised the enterprise as the biggest commercial white elephant on record. From the standpoint of international rivalry, the situation affords some confirmation of the claim that the U. S. mercantile marine lacks the requisite experience for competing against the British, and so far the state of affairs is reassuring to British shipping. There is not a great deal of ground for crowing on this score, however, seeing that millions of tons of U. K. tonnage are also idle. The U. S. dilemma appears to be due partly to the unfavourable conditions attendant upon wartime construction, which may be accounted a misfortune and partly to excessive construction after the Armistice, which to some extent may have been a fault, though probably a lot of the vessels had already been constructed for. And the Emergency Fleet Corporation could not very well have foretold that a trade slump would set in just as the vessels had been completed.

The Soviet's New Policy.

On Saturday Reuter told us that a concession had been granted by the Soviet to an English financial group for the port of Petrograd—a sufficiently surprising announcement after the repeated Communist fulminations against "capitalist" countries. But then the force of economics must tell in time even upon a Lenin. A subsequent message represents the concession, or rather the negotiations for one, as being a joint enterprise on the part of British, American, and German capitalists, which tends to crystallise some recent rumours. The concession is to comprise Odessa as well as Petrograd, and will, according to programme, embrace the extension of harbour, the establishment of electric trains, and the equipment of factories, the concession to extend over forty years. This is certainly an enterprise of unusual magnitude, and on-lookers will await with curiosity further particulars of the scheme; after it has been "finally settled" at a meeting on the 26th inst. Meanwhile the interest of the event dwells in the Bolshevik

DAY BY DAY.

OPINION IS AS IT WERE THE QUEEN OF THE WORLD, BUT FORCE IS ITS TYRANT.—Pascal.

There was one fatal case of plague and one fatal case of small-pox reported over the week-end.

A Chinese was yesterday accidentally drowned whilst boarding a lighter alongside the Canton wharf.

Last week the Colony enjoyed a very clean bill of health. There was no death from any notifiable disease. The non-fatal cases occurring were three of enteric fever and one of paratyphoid fever (British). Four Chinese died of influenza.

To evade arrest, an unemployed tailor, who was surprised under suspicious circumstances at a house at Koshing Street last night, jumped over the verandah and was severely injured. He was removed to the Government Civil Hospital under the charge of the police.

Some excitement prevailed amongst a crowd of Chinese gathered at the landing stage in front of the Harbour Office this morning when the body of a young Chinese was found floating in the harbour. It was dragged on to the steps and later was removed to the mortuary. From a casual observation no sign of any wound on the body was apparent.

A drowning fatality has been reported from the New Territories. A farm labourer was drowned in a pond whilst endeavouring to recover a bucket which he used to water the fields with. The spot where he met his death was on the road between Antan Station and On Long Village. His daughter-in-law, who was with him at the time, ran back to their house to seek assistance, but on her return discovered that the man had sunk. The body was recovered afterwards.

CHINESE NEWS.

Heavy Fighting Expected.

Our Canton correspondent writes saying that it is officially reported that Lungchow was taken on Thursday last after only one day's fighting. The Kwangsi troops fled into Annam territory, but had to discard their arms as they went owing to the French authorities prohibiting the importation of arms. The clearing of Lungchow now means that the whole of the Kwangsi territory is now free of active Kwangsi troops.

A telegram has reached Hongkong to-day from Shanghai stating that Wu Pui-fu has reported that the Hunan troops will not evacuate Hupeh. He is therefore compelled to take military measures. The belief is general in the northern port that heavy fighting is now unavoidable.

Telegrams from Peking show that the Government is in receipt of information that the authorities of the south and west provinces are in favour of Tang Shao-yi being appointed one of China's representatives to the Pacific Conference.

Telegraphic news from Paris has arrived at Peking stating that the Chinese students in Paris have learned that the Chinese special envoy has negotiated a loan of Frs. 300,000,000 from the French Government. They at once called a meeting and demanded an explanation from the Chinese Minister, Chan Lee, who sent a representative to see the students. So angry were the students that they beat the representative before he had had time to give any explanation.

FEWER AND FITTER CLERGY?

They might contemplate the time when they would need fewer clergymen than at present, when they must be much better remunerated, and when they might insist on a much higher standard of competence. — Bishop of Durham at Church of England National Assembly.

change of front, of which this appears to be a tangible token. It must be assumed that the business men concerned are seeking to it that they obtain appropriate security.

MR. FLEMING SAILS.

(From Our Own Correspondent.)
Shanghai, Aug. 23.
Mr. Fleming, the American lawyer, against whom a charge of criminal libel was dismissed last week, has sailed for Washington.

SHIPPING MISHAP AT SHANGHAI.

Blue Funnel and French Mail Boats Aground.

(From Our Own Correspondent.)
Shanghai, Aug. 23.
The French Mail liner, a.s. Cordillere and the Blue Funnel steamer Glancous have gone aground on the Yangtze Bar.

There is no immediate danger, but as an approaching typhoon is predicted, tugs and lighters have gone to the rescue.

SHIPWRECKED.

Thirty-three Persons Missing.

(From Our Own Correspondent.)
Singapore, August 23.
Seven of the crew and the Captain of the a.s. Peris have been picked up by a boat near Prarabara. The total survivors are fifteen, whilst missing total thirty-three. Vessels are searching the surrounding islands.

The Peris foundered in stormy weather. When she began to take water and the Captain saw she was doomed he ordered the issue of lifebelts and the lowering of boats. All were lowered except the lifeboat, because it was water-logged. The captain eventually reached a lifeboat and several survivors and additional lifeboat men reached Pulo Pisang in a most exhausted condition.

K.C.C. CONCERT.

Saturday Night's Event.

There will be music and mirth at the Kowloon Cricket Club on Saturday night, when another of those enjoyable open-air concerts is being given. The pleasure of an evening at the K. C. C. under such conditions needs no stressing—it is known not only by the majority of Kowloon residents but by many from the Hongkong side as well. The feature of Saturday's concert will be the presence of vocalists, instrumentalists, comedians and jazzers, whilst an additional attraction will be the Illuminated Supper Garden.

The grounds of the Club will be decorated in the usual manner, and the price of admission remains at \$1. A number of reserved seats at \$1.50 may now be booked at Messrs. Moutrie's or the Club House.

BASEBALL.

Saturday's Uneven Game.

Pitching unhitball back edged by splendid support, Face hung the Indian sign on the Nippon baseball team Saturday afternoon at Happy Valley. The final score was 15 to 1, the Nippon nine securing their lone tally in the ninth innings after two men were down.

The final score just about gives a fair estimate of the strength of the respective teams. Sagase was hit freely when hits counted, and added to this the team behind him wobbled in every crisis, their team play lacking the snap and accuracy which characterized the work of the Hongkong nine.

Scott was back in the game after a month's absence and handled the receiving end in big league style. One feature that contributed to the pleasure of the game from the standpoint of the spectators, was the errorless play of the Hongkong team not one single bobble being chalked up against them.

The fielding feature of the game came in the eighth inning when the Japanese threatened to score. Scott threw to Church to nab a runner stealing third but the throw was low and rolled past third out into left field, the runner starting for home. Jimmy White however, swooped over to the foul line picked up the ball on the run and without straightening up, hurled the ball into the mit of Scott who tagged the runner at the plate, retiring the side.

The steady improvement in the playing of the local team means that baseball fans will see a worth-while contest next Saturday when McLaurie's Colts from the Rial meet the Hongkong team to make amends for their beating a week ago.

TO-DAY'S MISCELLANY.

The ex-Speaker's decision to be known as Viscount Ullawater is easy to understand. The ancestral home of his family, Lower Castle, is in the neighbourhood of the beautiful Cumberland lake, and so is Hutton John, the old home of the historic Hudlestons, which he must have rented for nearly 30 years previous to his father's death. And among the Cumberland Hills near Ullawater he has had many good days deer-stalking, and has grassed stage of 20 stones. The mountains thereabouts are one of two parts of England where stalking red deer may be enjoyed as in the Highlands. The other spot is Helmsley Park, Lord Feversham's seat in Yorkshire.

Hitherto the English lakes have been little laid under contribution for the purposes of the peacocks. Kendal in the district, has been used, but Windermere is associated with a brilliant play of the nineties "Lady Windermere's Fan." There is a Lord Derwent, but not associated with the lake country, and there has been a Lord Derwentwater of tragic memory in connection with the rising of 1715, when he roused Northumberland and so wrote his own doom.

Within quite recent times there were plenty of houses in and about London whose owners could snap their fingers at the water companies and the weather, because they possessed wells in their back gardens which never ran dry even in the greatest drought. Most of them have been destroyed by the wholesale sapping of springs by railways, tubes, and sewers, but some exist. There is one in Hampstead, over and around which a house has been built like a scene in a melodrama, a trap-door is pulled up in the kitchen, and you gaze at the dark water bel w.

A curio which Princess Mary, like most visitors to Guernsey, brought away with her, is the smallest coin in circulation in the kingdom. This is the Guernsey double. Eight doubles make one penny, and the two-double bronze, equivalent to a farthing, is in general use in the island, while the one double or half a farthing is still coined. With the exception of its bronze coinage,

Guernsey money is now identical with English. The old French or Norman-Anglo values, which made a Guernsey shilling worth 10d. and £1 English worth 21 Guernsey shillings, were abolished in April of this year.

A curious feature of London streets just now is the number of itinerant boomsters, who are usually found only in Hyde Park or country market-places. On the waste ground by Marconi House, in the Strand, yesterday a racing prophet in full jockey's rig-out, planked down saddle, bridle and whip, and spinning his yarn of stable information sold tips as if he were at Newmarket. Near by an English scientist demolished (with diagrams) Einstein's theory of relativity. But the star turn was in a shady street off Holborn. In tightly buttoned new frock coat, creased trousers, and wing collar a glistering, happy-faced negro speaking perfect English, exhorted passers-by to accept the Christian faith and salvation.

Scotland Yard, which has been described as "the foremost man-hunting medium in the world," excels in patient and persistent teamwork. It has no star performers. The French detective, on the other hand, is keenly individual in his work. He is less efficient in organisation, and is much more prone to hunt by himself than with his colleagues. In Berlin the passion for organisation produces a machine rather than a team. The human elements in the detective force are reduced to cogs and parts of an automaton. It wins its successes by the vastness of the scale on which this machine works, combined with the minuteness of its operations, as illustrated by its card cataloguing of the whole population. Vienna relies upon its laboratories. It calls to its aid modern science with its microscope and its chemical reagents, and it utilises the processes of inductive reasoning, carried out by professors, with a minimum contribution on the part of the professional detective. Sherlock Holmes would have delighted in the story of how a murder committed near Vienna was traced to a joiner through the discovery that the dust beaten out of a cap left on the scene of the crime contained minute particles of wood and glue.

Between Ourselves

By Robt. MacWhirter.

Whenever I opened the door last night I could see that there was something unusual on. The wee yin was sitting as near the edge of the sofa—or couch if you'll have it the high-faluting way—wi' a book in her hand but wi' play in her mind. I didna need three guesses to sarvee it was Mrs. MacPherson that was our visitor. An awful woman you. Won't let the kids move, it tries her nerves so. They've got to sit still like broody hens when she's about, for the noise of them fair puts things out of her head. Considering that there never was more in her than the spoon put in, that's no't to be wondered at. I hadn't even time to get my hat off when the wee yin was clammering about my knees wanting to get out to play. And could she take her tricycle. Aye, of course, what for no't? So off she went and I slipped into the parlour—I should have said drawing-room—to greet Mrs. Mac.

It's aye my luck. The night I got home kind o' early, is the very night our house is sure to be cluttered up wi' womenfolks drinking tea and swapping lies about the bargains in lace they got the week before last. I never hear them talking about the big washing they did or the dresses they made all by themselves wi' the help o' a Weldon's or the new hat they trimmed. No, nothing so common as that. Now if it was Repulse Bay or the launch picnic they were at last Sunday, can do. But anything handy about a house and their memory's no't to be trusted for a minute.

Yon MacPherson women is a know-all, onyway. I canna stand her at any price. She no't only has the last word but the rest of the sentence into the bargain. Her tongue goes like the clapper o' a bell and her best audience is herself. From the minute she rose from our best armchair and settled her fish-like paw in mine I was her meat till she turned the stairhead on her road home. I've no time for folks wi' the flabby hand-shake. The man or woman wi' the jelly-fish flipper's no't to be trusted. I like folks

that can give ye a good grip. Ye want to watch out for the hard-faced matron wi' the soft-settling paw. She's the high priestess of the superficial wi' a No. 1 copper-bottomed zeal for pretending to be better than she is. Her life is one continual pose and pretensions is her middle name. Her first commandment is "Though shalt always go one better than thy neighbour." And her face under the flattened architecture of her hair, expresses only studied politeness and freezing artificiality. To speak and say nothing is her one strong suit. Real facts and knowledge are never allowed to sprain her intellect. She has as much gaiety as a corpse. Spring the slightest shade of a joke and she instantly sinks back in a state of coma.

Mrs. MacPherson's sole idea of conversation is to do all the talking herself. And to hear her tear her alleged friends to pieces! Terrible! Yon woman should be summoned for definition of character. Fact No wonder Mac's got prickly heat bad. It's enough to give you inflammation of the ears to hearken to her.

And she had the infernal nerve to say she'd have a drop, just a drop, of whisky before she left. Comes to tea and finishes my whisky before she goes away, smelling like a distillery at that. It's bad enough keeping her man going in stimulant when he comes, but by the Hokey Fly, I draw the line at sluicing down a throat like yon and square-face what it is wi' increased duty and the like.

After she'd gone the reception committee went into session. From now onward there's a new rule. Our Bar doona's open till 7.30 p.m. Before that, sassy sui o' a bell and her best audience is herself. From the minute she rose from our best armchair and settled her fish-like paw in mine I was her meat till she turned the stairhead on her road home. I've no time for folks wi' the flabby hand-shake. The man or woman wi' the jelly-fish flipper's no't to be trusted. I like folks

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ON THE WATERFRONT.

Ex-German Steamer Bought.

Purchase of a former enemy steamer—the Almeria—by Mr. H.M.H. Namazee, is reported in Hongkong. The Almeria is a steel screw steamer of 4,606 tons gross register, 2,884 tons net, and was built in German yards for the Hamburg-America Line in 1903. She has the following dimensions: Length, 400.5 feet; breadth, 49.2 feet; and depth, 26.9 feet. The nominal horse-power of her engines is 471. The dead-weight cargo-carrying capacity of the Almeria is 7,100 tons. The vessel, which was named Sibb when she flew the German flag, was seized at Antwerp by the Allied forces and was one of the ships disposed of by Lord Inchcape at his "bargain" sales of ex-enemy shipping. It is said that the price paid for the Almeria was below 50/- a ton, which gives one some idea of how very cheaply good surplus tonnage can be bought for at present.

Distinguished Visitor.

Mr. John Hays Hammond, the famous American mining engineer, will shortly visit Hongkong on a tour of the Far East that he is making in company with a party of friends. Mr. Hammond is an interesting personality having played an important part in British Colonial history. Mr. Hammond who is 56 years of age is an international mining expert and has large mine holdings in the United States and elsewhere. In the early nineties he was in South Africa, and had a great deal to do with opening up of that country's mining resources. He was connected with the late Cecil Rhodes and was one of the four leaders in the reform movement in the Transvaal in 1895. After the famous Jameson raid he was arrested and sentenced to death; sentence later being commuted to 15 years' imprisonment. Later Mr. Hammond was released on payment of a fine of \$125,000.

Mr. Hammond arrived at Shanghai this week on the Pacific Mail Steamship Company's Silver State and will probably come on to Hongkong in the vessel, which is due to reach this port on Thursday. Mr. Hammond will return to America on the steamer Golden State, which will sail from Hongkong early in October.

Passengers Departing.

Mr. J.S. Jennings, of the Eastern Extension Australasia and China Telegraph Company sailed on the St. Albans yesterday for Melbourne. He is accompanied by Mrs. Jennings.

Mr. A.W. Gibson, of the Standard Oil Company's local establishment sailed for Manila on the St. Albans.

Miss Chandler, a popular belle in the American set and daughter of Mr. Paul D. Chandler, local agent of Messrs. Struthers & Dixon, Inc., of San Francisco, will leave the Colony to-morrow on the steamer Ixion for Seattle.

The local American baseball team will lose one of its best players to-morrow, when third-base player Potter departs for the United States on the Ixion. Mr. Potter, who has been in Hongkong for about one year is returning with his wife.

Mr. Andrew A. Koukolevsky, agent at Hongkong for the Russian Volunteer Fleet, sailed to-day for the north on the steamer Montegale, with Mrs. Koukolevsky.

Surgeon Lieut.-Commander Frederick Thompson, of Hongkong, left the Colony to-day on the Montegale for Shanghai.

Mrs. M.L. Branagan, of Shanghai, who has been in Hongkong, returned to her home in the north to-day on the steamer Montegale.

New Steamer For E. & A. Service.

Latest advice received in Hongkong from the managing agents of the Eastern and Australian Line in Australia says that the steamer Arafura, which was recently acquired for the passenger and cargo service between Melbourne and Sydney and Japan, will sail from Sydney on September 3 for Far Eastern ports, calling at Hongkong en route. The Arafura, is the former German steamer Swakopmund, owned by the Hamburg-America Line at the time she was taken over by the Inter-Allied Shipping Commission. She is a vessel of 5,638 tons gross and has a large cargo-carrying tonnage. She was German-built in 1903.

During the last few months she has been at Sydney being converted to the needs of the Eastern tropical trade. Her passenger accommodation has been brought up to the standard of the other ships of the Eastern and Australian Line. The cabins have been enlarged, and the vessel now has berths for only 32 saloon passengers. There is no second-class on the Arafura, but the staterooms are exceptionally large for a vessel on this run.

When she clears from Sydney on September 3 she will be in the place of the Kanowna on the time-table. The Kanowna is in Australian waters now and on completion of discharge of her inward cargo she will be temporarily withdrawn from service to allow for the installation of refrigerating chambers and machinery. The chilled meat trade from Australia to Eastern ports, is developing into an extensive business and the demand for tonnage for this cargo is on the increase, it is said.

The steamer Eastern of the same company is due here on September 2 from the South. Leaving here she will proceed direct to Yokohama and on her southward-bound journey will call at Shanghai in addition to her other ports—Kobe, Moji, Hongkong and Manila. The vessel is calling at load Shanghai to several large special consignments and there is no intention to make Shanghai a regular port.

To Mark Funeral.

As a mark of respect, the flags on His Majesty's ships at Hongkong and other parts of the world yesterday flew their flags at half-mast, the reason being the funeral yesterday of the late King Peter of Serbia. Instructions to make this distinction were received from the Admiralty.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9:00 a.m. to-day:—

Typhoon in about 132 deg. Long. E. 24 deg. Lat. N. almost stationary.

"SLEEPERS" TO SCOTLAND AGAIN.

For the first time since 1914 the London and North-Western Railway ran last month the night sleeping car service from Euston to Aberdeen and to Edinburgh and Dundee. Pre-war day service expresses have been reinstated from Euston to Edinburgh and Glasgow, with connections to Dundee and Aberdeen. Commencing Sunday, July 17, a new train has been running from Euston at 8 p.m., with sleeping accommodation, for Oban, Aberdeen and the Highlands.

MACHINERY IN CHINA.

Stability Called For.

If one thing more, than any other is to-day seen in relation to the machinery requirements of China, it is that low-priced plant intended to work for a very few years and then to be scrapped in favour of something of a later pattern is unsuited to the peculiar genius of the country. So much has been greatly in evidence during the present year, when there has been seen a distinct return on the part of the Chinese to machinery of the type to which they were previously accustomed. It is, of course, recognised that low initial costs naturally make a strong appeal to the Chinese, but once such plant is installed the inevitable tendency occurs to work it to death, says the N.C.D.N. Not only is overloading a commonplace with Chinese engineers, but very often the efficiency of the engineer falls far below what would be considered essential in Western countries. This being the case an undue strain is undoubtedly placed upon machinery in a great number of cases, and when this happens the lightly-built plant intended for short service inevitably has its life curtailed. The maker of this particular type of plant never intended that its term of duty should be extended for more than a very few years, his idea being to produce a low-priced article embodying as many modern improvements as possible, and then by the time it had run for perhaps only three or four years it should be replaced by something which carried these improvements a step further. But as events have shown, this practice does not recommend itself to the average Chinese.

This particular type of machinery came into vogue in China during the war largely for the reason that the long-service plant to which the Chinese had been accustomed was not to be had. Sufficient time has elapsed for it to be tested in the light of Chinese requirements and ideals in machinery, and the result is now being seen in a return to the style of plant in general use before the war. It is here that British machinery has had its chance, and in recent months representatives of engineering firms in the country have been able to report a considerable degree of success. The industrialization of the Yangtze Valley continues uninterruptedly, or rather would do so if all the Tutchuns and their followers were banished, for they seem to be the only factor blocking progress in these days. Additional cotton mills have been planned and contracts for the work allotted; extensions to electric light and power plants are in progress; and a striking movement is seen in the establishment of cement factories. All these have called for machinery, and we understand that for the mills and electric plant British tenders have largely been accepted, while as evidence of the strong competition now to be faced, the cement factories have principally gone to German firms. The factors operating towards this end are especially important for the engineer selling his goods in China. The margin of safety, the capacity to take an overload and stand rough usage are greater in British machinery than probably in any other produced. British firms have long adopted this as a principle in their works, and the efficient service to be obtained over a great number of years in what the Chinese call for. German machinery does not allow anything like so great a margin, but still is there to a certain extent, more so than in the case of several other countries. There is a further consideration namely, that the Germans have specialized largely in machinery for cement works.

The trend to purchases of machinery extending now over several months seems to show the lines on which engineering in China will proceed in the future. Nor is it likely that with a better understanding of plant and a higher efficiency on the part of her engineers the particular type in favour will tend to change. Much more likely is it that the future will see a vast extension of its use, halted only by the political feuds leading to pseudo-military operations such as those now afoot on the Hupeh border. It is extremely difficult to get at the exact effect of these outbursts on a business such as machinery. For instance, up to a month ago orders for plant were being given freely, but then the whole trade seemed to collapse right throughout China, and prices offered were severely reduced. No doubt this is partly a temporary natural reaction

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after a period of fair activity, but at the same time it coincided with the first rumblings of the Hupeh storm. Uncertainty undoubtedly was created ever deepening in this case, and if not the principal cause, it undoubtedly gravely aggravated the situation. Worse even than the cessation caused is the fact that in a business such as engineering a very long time usually elapses before trade picks up again and returns to the normal. For instance, few people expect any noteworthy resumption of ordering until the close of the year, now that something approaching almost a slump has shown itself. The year opened with business in machinery very nearly at a standstill, but almost immediately it reached a state of activity which was maintained until a month ago. Now the course of events has again brought dealings to a close, and the ultimate prospect is that more than half the year will have been wasted, largely, it appears, as the outcome of political bickering.

CHINESE STUDENTS IN JAPAN.

The Chinese students in Japan are still in difficulty owing to the practical suspension of remittance from home, reports the *Chuo*. The students in Tokio aggregate nearly 3,600, the majority of whom are unable to pay their lodging bills. Something has been done for the rescue of the students through the sympathy of some Japanese bankers and business men. A loan by Japanese bankers on security of some rights in China, under guarantee of the Peking authorities, is talked of, but it is open to doubt whether the bankers will make advances in view of the financial condition of the Chinese Government. Foreign Office officials say the Government student are not in such a distressed condition as the private students. The majority of the Government students have returned home for the summer vacation.

PREMIER'S MESSAGE TO LIBERALS.

London Coalition Liberal Council, formed on May 6, with headquarters at Westminster, has received the following message from the Prime Minister:—Believing that the grave problems which still call for solution necessitate the loyal co-operation of all interested in the welfare of the country, I desire to express my appreciation of the active steps which my supporters throughout the area of the country of London are now taking to perfect their organisation, and heartily wish them success. (Signed) D. Lloyd George.

LATENT NAVAL PLANS.

Curious Figures in German Estimates.

The debate in the Reichstag on the supplementary estimates for the German navy tended to show that an organization capable of rapid expansion in case of war is being retained as was attempted in the case of the Reichswehr, writes the Berlin Correspondent of the *Times*. It was brought to light that the personnel of the naval administration (apart from the staff at the naval bases and the staffs for the coast fortresses) number 1,391. Thirty-seven officials, it was stated, were captains and a larger number were of commander rank. As showing the kind of building in contemplation as naval headquarters one deputy brought out the fact that a million marks (nearly £4,000) was estimated for heating alone. He also drew attention to the fact that for a navy of 13,000 there are to be 13 lawyers on the staff, while another deputy pointed out that the estimates provide for 91 naval surgeons. In another part of the estimates the basis of 500 sick was taken so that there would be about one surgeon for every six cases.

The estimates were sharply attacked by the Independent Socialists, who declared that if Germany needed a navy at all it was solely for police purposes. Herr Kuhn, a member of the party, produced a naval memorandum that had come into his hands, from which it appeared that the abandonment of Kiel as a naval base was contemplated only for a term of years, and only because it was thought too difficult to maintain it at present owing to the state of political feeling there. In the course of the debate some striking revelations were made as to the discipline of the German Navy in 1917, when a mutiny occurred and a number of marine soldiers were condemned to death. Herr Kuhn said that at the time of the Revolution he was made President of the Republic of Oldenburg and East Friesland, and in that capacity managed to secure the documents relating to these cases. He had had them examined by a civil lawyer, who had reported to him that the execution of these marines had been not merely a judicial crime but a judicial murder. The documents, he added, had revealed that the cases had been submitted to Admiral Scheer with the comment that the death sentences could not legally be upheld. Admiral Scheer remarked that he quite recognized that they could not legally be upheld, and had added, "In spite of that they are to be carried out."

NOTICES.

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CAMERA NEWS



Everybody knows that women have been smoking cigarettes in private, but very few of them have dared to go forth before the world with their cigarettes or pipes. Oh, yes, many of them have taken to the pipe. At Home women smoking is a sight that does not arouse much discussion. These women who enjoyed their cigarettes at the Ascot races recently scarcely drew a passing comment.



For sheer nerve, pass a palm to Charles J. Selby, Jr., of Prescott, Arizona, whose flitting person the kodak caught in mid-air. Selby is shown leaping from crag to crag over a Grand Canyon chasm—risking his life for a thrill. Miscalculation of strength or distance would have sent the daring jumper to certain destruction hundreds of feet below the ledges.



Suppose you were just leaving the church, after your wedding and a black cat walked out across your path. What would you do? Here it is happening. The new-lyweds are Major G. Lloyd George, and his bride. The major is a son of the Premier.



Want to break your neck?—If you seek wild adventure and care little for your life take up motorcycle polo. It is being extensively played this summer on Florida, New Jersey and California beaches. The ball is knocked around by the wheel of the motorcycle.



Union College, Schenectady, N. Y., conferred the honorary degree of Master of Arts on Maude Adams at its 125th commencement. The heroine of "Peter Pan" and other stage successes is the first woman so honoured by the college. John W. Davis, former ambassador to Britain, shown with her, also got a degree.



A doll has been invented that really says more than "papa" and "mama." The little girl puts a phonograph record in the doll and winds the key. The doll thus can say anything that can be put on a record.

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E. Japan	Sept. 20	Oct. 10	E. France	Oct. 15	Oct. 25
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PERNA	Sept. 10	Oct. 10	PERNA	Sept. 10	Oct. 10
PERNA	Sept. 20	Oct. 20	PERNA	Sept. 20	Oct. 20
PERNA	Sept. 30	Oct. 30	PERNA	Sept. 30	Oct. 30

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Brent Towner Care International Bank, from New York.

Chen Passenger Ascendus Bluefunnel, from Amoy.

Mizuno Ozuburin Eisokai, from Tondabayashi.

Idetoshio Steamer Korean, from Kobe.

Fanyut, from Tientsin.

Nam Yeewoocheung, from Shanghai.

Yeesin Desvoeux Road, from Peking.

TH. KRING,

Superintendent.

Hongkong, Aug. 18, 1921.

EASTERN EXTENSION AUSTRALIA & CHINA TELEGRAPH CO.

Extrans, from Shanghai.

Lieutenant Alberto Ribeiro Carlton Hotel, from Macao.

Sanchez Des Voeux 32, from Iquitos.

Toatabesko, from Shanghai.

M. E. F. AIREY,

Superintendent.

Hongkong, Aug. 18, 1921.

COMMERCIAL NEWS.

DEUTSCH-ASIATISCHE BANK.

The German Charge d'Affaires in Peking, Herr Boroh, is opening the Deutsch-Asiatische Bank offices in all treaty ports as the basis of resuming the usual commercial relations, following negotiations with the Ministry of Foreign Affairs, the Ministry of Finance, and the Deutsch-Asiatische Bank Liquidation Bureau.

NEW CHINESE BANKS.

The Tientsin Industrial Development Bank organized by Chi Yau-san has been registered by the Ministry of Agriculture and Commerce. The World Commercial Bank has been organized by Mon Chun-teh and others in Shanghai, with a capital of \$1,000,000. Its temporary offices are on the upper floor of the Chung Fu Union Bank.

SHANGHAI SHARE MARKET.

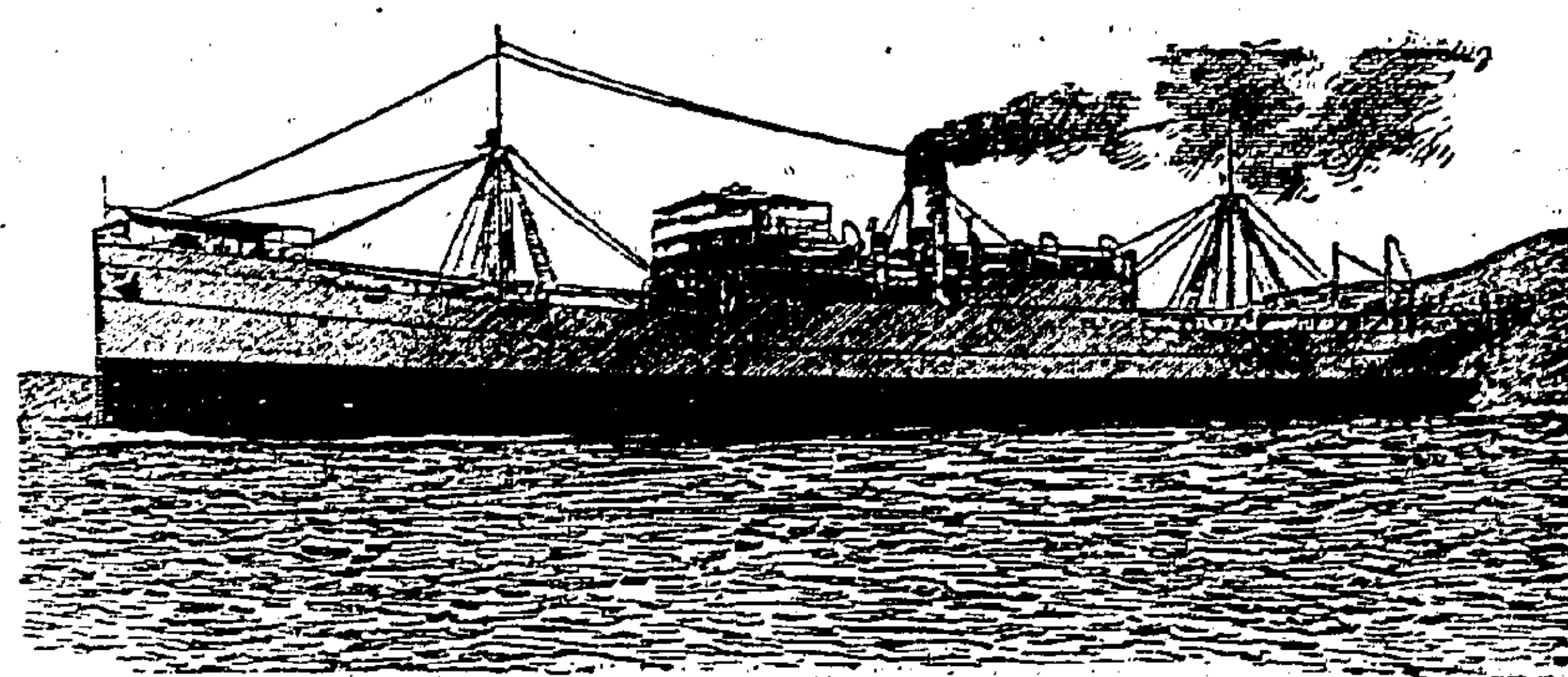
Messrs. A. E. Anderson & Co. Shanghai, in their circular of 13th August, state: The lack of business still obtains, and as is usual at such times prices in many directions tend towards the easy side. This is not so however with regard to the soundest class of investments of which—despite the tightness of money—there seem to be many buyers.—Debentures.—There is quite a famine for these, and supplies are coming out more and more slowly.—Hongkong and Shanghai Bank.—London shows a further small rise, to £97, while \$725 is unsuccessfully offered locally showing more than a recovery of the dividend paid last Monday.—Shanghai & Hongkong Wharf.—The interim dividend of Tls. 3 is payable on 30th instant, and not on 22nd instant, as we incorrectly stated in our last issue.

OPIUM IN YUNNAN.

Opium production, traffic, and smoking in Yunnan are nowadays as noticeable as ever. The smuggling of the drug into Tonking is carried on to an enormous extent, and the large seizures made by the Chinese Maritime Customs and by the French Customs only indicate the importance of the illicit traffic. In the Luliang district, between Yunnanfu and the eastern frontier of Yunnan, about 4 million taels were produced; and between Yunnanfu and Kweichow, other places, such as Sunien, Sunwei, Malung, Kutsing and Pingi had an output of from 1 to 2 million taels each. Besides these places of production, opium was also grown at Linanfu and Kaihua. Formerly the opium produced in those parts went through Kwangsi, but owing to the quarrel between the Yunnan and Kwangsi Tsubuns, the Yunnan drug was prevented by the latter from crossing Kwangsi. Large stocks, therefore, accumulated during the year at Yuhkihsien, the price falling in consequence from \$1 or \$2 per tael in 1919 to as low as \$0.70 and \$0.40 per tael. There is every expectation that the price is going to fall still lower. *Mentz Trupe Report 1920.*

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition.
Western Union and WatkinsDock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers
Iron and Brass Founders, Forge Masters, Electricians

S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG

CHINA MAIL S.S. CO., LTD.
INCORPORATED IN U.S.A.

"NANKING" "NILE" "CHINA"

FAST FREIGHT AND PASSENGER STEAMERS

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.

S.S. NANKING	S.S. NILE	S.S. CHINA
Sept. 18th	Oct. 22nd	Nov. 3rd

HONGKONG TO SINGAPORE.

S.S. NANKING	S.S. NILE	S.S. CHINA
Aug. 31st	Oct. 4th	Oct. 15th

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, 100 HONG KONG STREET.
TELEPHONE, PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. & AGENT. No. 2161.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR

AND

EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
MANILA	7,200	27th Aug.	M'les, London & Antwerp.
KASHMIR	9,000	6th Sept.	M'les, London & Antwerp.
KHYBER	9,000	16th Sept.	M'les, London & Antwerp.
KHIVA	9,000	14th Oct.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
EASTERN	4,000	15th Sept.	Melbourne via Manila, Thurella Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
NAGPORE	5,200	20th Aug.	Shanghai & Japan.
DILWARA	5,400	1st Sept.	Shanghai only.
EASTERN	4,000	3rd Sept.	Yokohama direct.

All dates are subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passenger Messing and more than 200 ft. x 4 ft. x 1 ft. will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overseas Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Shanghai direct) Wednesday, 24th Aug. at 11 a.m.

KATORI MARU (Shanghai direct) Friday, 26th Sept. at 11 a.m.

KASHIMA M. (Shanghai direct) Tuesday, 14th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SADO MARU (Shanghai direct) Friday, 2nd Sept. at 11 a.m.

KIRINO MARU (Shanghai direct) Friday, 16th Sept. at 11 a.m.

HAMBURG, LONDON & ROTTERDAM.

TOTTORI MARU (Shanghai direct) Wednesday, 24th August.

LIVERPOOL, GLASGOW & MARSEILLES.

LISBON MARU (Shanghai direct) Second half of Sept.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thurella Island, Townsville & Brisbane.

TANGO MARU (Shanghai direct) Tuesday, 26th Sept. at 11 a.m.

NIKEO MARU (Shanghai direct) Tuesday, 14th Oct. at 11 a.m.

NEW YORK VIA PANAMA.

TAKAKI MARU (Shanghai direct) Monday, 29th August.

SOUTH AMERICAN PORTS via Cape.

KANAWA MARU (Shanghai direct) Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

TAMBA MARU (Shanghai direct) Monday, 17th September.

CALCUTTA & RANGOON via Singapore & Penang.

YERUSHI MARU (Shanghai direct) Tuesday, 30th Aug.

NAIADI MARU (Shanghai direct) Monday, 12th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKEO MARU (Shanghai direct) Friday, 16th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

OYON MARU (Shanghai direct) Thursday, 25th August.

KAMO MARU (Shanghai direct) Thursday, 1st Sept. at 11 a.m.

BENTEN MARU (Shanghai direct) Tuesday, 6th September.

For further information apply to

NIPPON YUSEN KAISHA.

Telephone Nos. 291 & 293.

K. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlbasak	Java	21st Aug.	25th Aug.	Shanghai
Tijlarem	Japan	30th Aug.	4th Sept.	Java
Tijlsalak	Java	4th Sept.	8th Sept.	Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Simaloe	Java	13th Aug.	2nd Sept.	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE"

Sailing on or about 30th September.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE"

End of August.

FOR SHANGHAI.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports:—

S.S. "UMONA" Sailing the beginning of September.

S.S. "UMVLOSLI" Sailing on or about 30th September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	24th Aug.	29th Aug. at 4 p.m.
CHANGSHA	15th Sept.	19th September.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares (Cargo booked through to all Australian, New Zealand and Tasmanian ports).

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamer	From	Arrives
London, Rotterdam Hamburg	Sandon Hall	19th Sept.
London, Rotterdam Hong Kong & G'gow.	Kentucky	11th Oct.

For particulars of sailings-shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENARA"	27th Aug.
"GLENAPP"	15th Sept.
"CARNARVONSHIRE"	10th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENARA"	3rd Sept.	GENOA, LONDON, R'DAM & H'BURG
"GLENAMOY"	6th Sept.	GLASGOW, LONDON & ROTTERDAM
"GLENARA"	25th Sept.	GENOA, R'DAM, H'BURG & HULL
"GLENARIFFE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3695

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on or about the 27th Aug.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents

Tel. 3397.

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoioh	Loksan	Wed. 24th Aug. at 8 a.m.
BANGKOK via Swatow	Chungshing	Thur. 25th Aug. at noon.
STRAITS & Calcutta	Yalshing	Thur. 25th Aug. at 3 p.m.
MANILA	Yuenhang	Fri. 26th Aug. at 3 p.m.
SANDAKAN	Yannis	Sat. 27th Aug. at noon.
SHANGHAI via Swatow	Choysang	Sun. 28th Aug. at noon.
SHANGHAI via Swatow	Kwongsang	Mon. 29th Aug. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returns from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoioh when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS".

Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chafoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Thursday, 25th Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Szechuen	24th Aug. at 4 p.m.
AMOI & SHANGHAI	Sunning	25th Aug. at noon.
SHANGHAI & TSINGTAO	Suiyang	27th Aug. at 4 p.m.
WEIHAIWEI, CHEFOO, NEW.		
CHWANG & TIENSIN	Kueichow	27th Aug. at 4 p.m.
SWATOW & SINGAPORE	Chinhua	28th Aug. at 10 a.m.
SHANGHAI	Sinkiang	30th Aug. at noon.
H'HOW, PHOIK & H'PHONG	Kailong	1st Sept. at 9 a.m.
SHANGHAI	Soochow	1st Sept. at noon.
SHANGHAI & TSINGTAO	Chenan	3rd Sept. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Aug. 23, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupation 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	A. H. Stewart	TUES. 23rd Aug. at 2 p.m.
Hailoong	W. Cooper	FRI. 26th Aug. at 2 p.m.
Haihong	W. C. Paramore	TUES. 29th Aug. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.

S.S. "Macassar Maru" Sailing on 13th September.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy.

For further particulars please apply to:—

K. SUZUKI,

Manager.

No 5, Queen's Road Central. Tel. No. 2305.

SHIPPING NEWS.

CANADIAN FREIGHTER A TOTAL LOSS.

The freighter *Canadian Export*, which ran aground off Willapa Bay, has broken in two, and cargo and ship are a total loss. The crew have been taken off.

SOUNDNESS OF BRITISH SHIPPING INDUSTRY.

Considering the severity of the depression in freights and the unprecedented slump in tonnage values, British shipowners, on the whole, are standing the financial strain uncommonly well.

TSINING AS A PORT.

A sum of \$3,000,000 has been raised by Premier Chin and other officials of Shantung to open Tsining, which is about ten miles from Yenchowfu, as a commercial port. In addition, the Government will issue \$2,000,000 in National Treasury Notes to meet the initial outlay.

SINO-ITALIAN NAVIGATION CO.

It is reported from Peking that arrangements for the organization of the Sino-Italian Navigation Company are proceeding apace. We understand that Italian financiers are prepared to finance the undertaking to the extent of about 10½ million lire, the balance to be made up by the Chinese concerned.

FINED FOR STAYING ON HIS BRIDGE.

A ship captain has been fined £5 at Edinburgh because he piloted his ship from the Bass Rock to Leith Roads while a Leith pilot was on board, and while he himself had no pilotage licence for the district. If, said his agent, the captain had left the bridge there would have been no infringement of the Act.

FRENCH EXPENSES ARRANGEMENT.

The French Minister of Marine has just decided that, pending further orders, vessels passing through British ports shall receive from the local consular authorities all cash necessary to meet their requirements so that there will in future be no need for them to discount drafts for this purpose except in quite exceptional cases.

ACROSS THE ATLANTIC IN A 13-TONNER.

A Halifax (N.S.) report says: In the 13-ton yacht *Neith*, Commander Houghton, Commodore of the Crouch Yacht Club, sails from Halifax, in an attempt to cross the Atlantic. He will be accompanied by three amateur yachtsmen and a cook. Commander Houghton started from New York last autumn and lost the try-sail in gales 1,000 miles out. He was forced to make Halifax. The yacht is now strengthened and has heavier sails. The commander expects to accomplish the trip in two months.

THE HAMBURG-AMERIKA LINE.

At the general meeting of the Hamburg-Amerika line at Hamburg, the dividends for 1919 and 1920 were fixed at 8 per cent for each year. The chairman said he could not recommend Hugo Stinnes for re-election to the board and the latter was accordingly not re-elected. The reason for this step, according to the *Frankfurter Zeitung*, is that Stinnes, after being elected during the war to the board of directors, took the first opportunity after the war of starting a competitive service to South America, without previously consulting the Hamburg-Amerika line. Stinnes holds a large number of shares in the latter company.

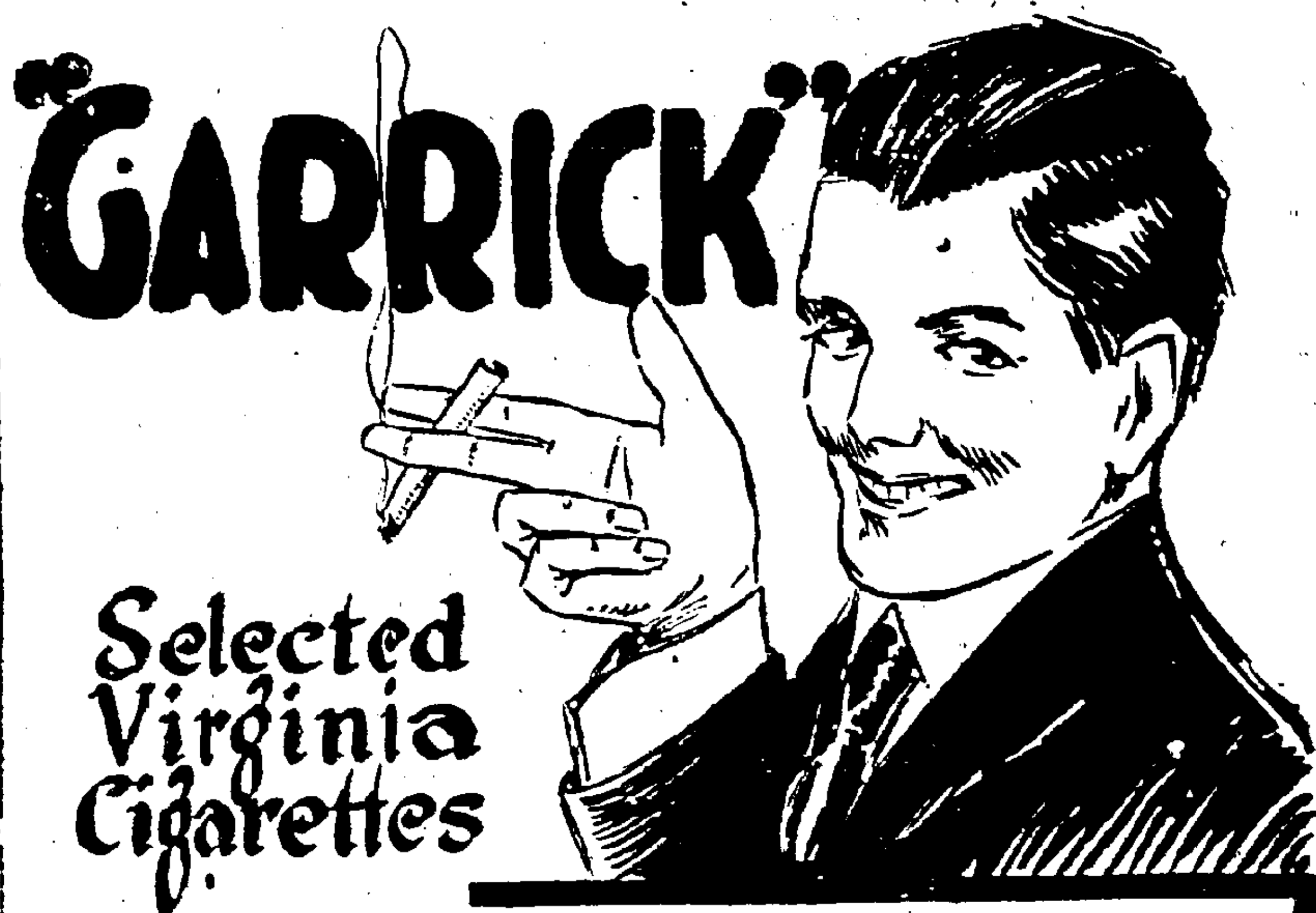
BRITISH ENTERPRISE IN SIBERIA.

Preceded by the most modern ice-breaker, a trade expedition of five ships is leaving England immediately for Siberia, carrying 11,000 tons of commodities, principally machinery, tools and railway material. Two of the vessels left Liverpool on August 1 and will be joined by two British ships from Hamburg and a Norwegian vessel from Gothenburg. The expedition will proceed by the Kara Sea to the mouths of the Obi and Yenesei Rivers, whence it hopes to penetrate 2,000 miles of Asiatic Russia, bringing back in October 15,000 tons of Siberian products. If this expedition should be successful, it will be the forerunner of a regular trading service.

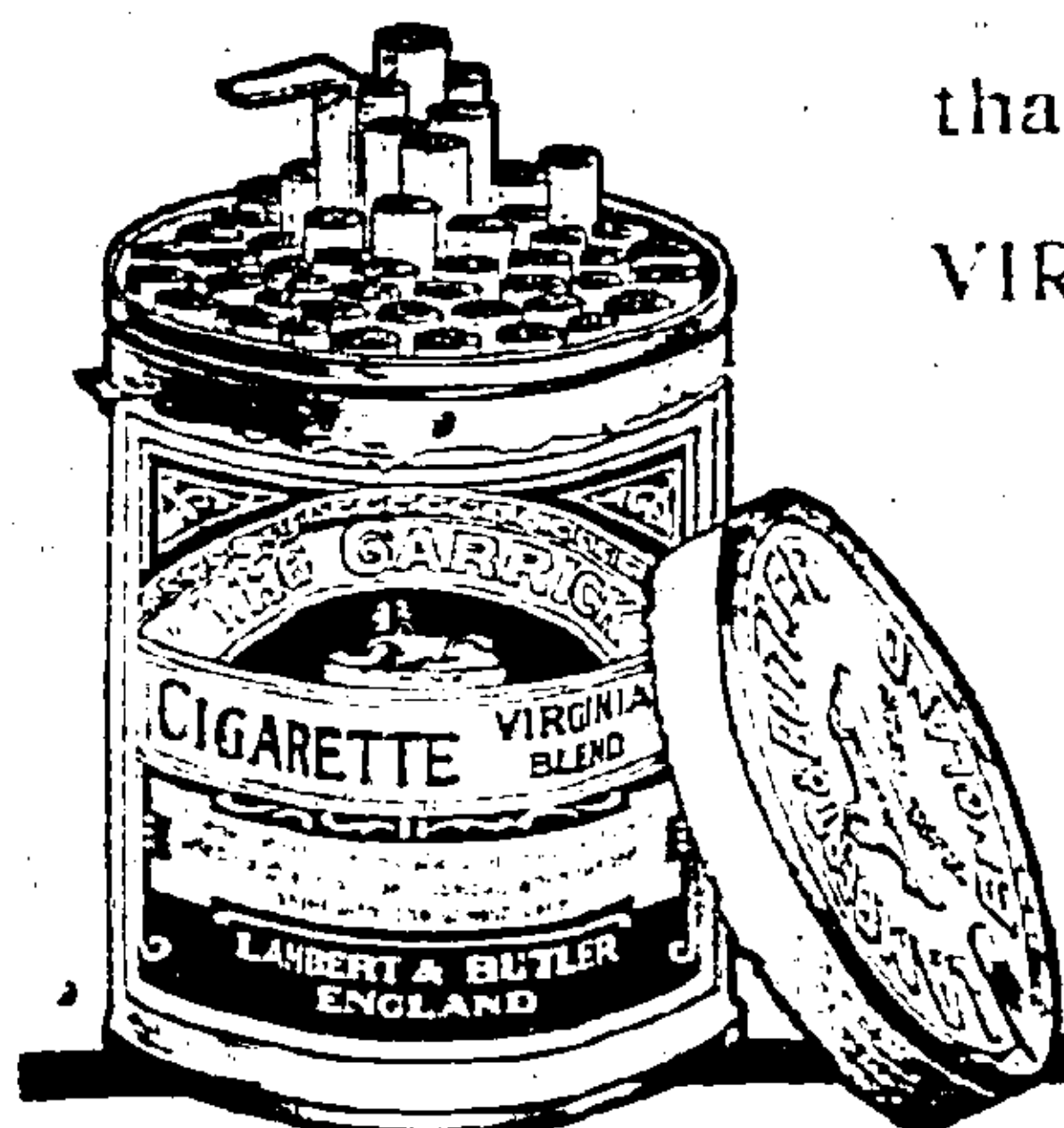
COST OF TERRITORIALS.

Lieut.-Colonel Stanley states in the Parliamentary Debates that the inclusive annual cost (including non-effectives) of a Territorial infantry battalion is £19,000, made up as follows: Training, pay, allowances and bounties, £9,000; clothing, equipment, stores and ammunition, £3,500; administration, permanent staff, and miscellaneous £7,000.

NOTICES.



Selected
Virginia
Cigarettes



CONNOISSEURS admit
that no better brand of
VIRGINIA CIGARETTES
can be manufactured.

Packed in Air-tight
tins of 50 cigarettes.

HOTELS.

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OPERATING — HONGKONG HOTEL
(closed up)

REPULSE BAY HOTEL PENINSULA HOTEL (Kowloon)
(Repulse Bay) (under construction)

HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS RUSSELL STREET GARAGE
(Repulse Bay)

REPULSE BAY GARAGE

PROPRIETORS:

THE HONGKONG HOTEL CO., LTD.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

THE PEAK HOTEL.

500 FEET ABOVE SEA LEVEL
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL.
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river, we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place and Observation	Highest W.L. ever recorded		Lowest W.L. ever recorded		W.L. on Aug. 22	
	Feet	Fathoms	Feet	Fathoms	Feet	Fathoms
Wuchow, West River	-79.50	-2.42	30.30	32.30		
Kongmoon, "	-14.70	-0.80		5.40		
Linkongchow, North "	-57.00	0	8.00	7.50		
Samsui, "	-27.25	-5.00	7.90	8.30		
Sheklung, East "	-15.15	-0.98	1.80	0.98		

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.		Every 15 min.	
7.00 a.m.	to 3.00 a.m.	10 min.	
8.00 a.m.	to 11.30 a.m.	10 min.	
12.00 noon	to 1.00 p.m.	10 min.	
1.00 p.m.	to 3.00 p.m.	10 min.	
3.00 p.m.	to 8.00 p.m.	10 min.	
8.00 p.m.	to 11.30 p.m.	10 min.	

NIGHT CARS.

7.30 p.m. to 8.00 p.m. 8.20 p.m. to 11.45 p.m.

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

7.30 a.m. to 11.30 a.m. Every 15 min.

11.30 a.m. to 12.00 noon 10 min.

12.00 noon to 1.00 p.m. 10 min.

1.00 p.m. to 3.00 p.m. 10 min.

3.00 p.m. to 8.00 p.m. 10 min.

8.00 p.m. to 11.30 p.m. 10 min.

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

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TIDE TABLE.

22nd to 28th Aug., 1921.

Date	Time	High Water		Low Water	
		h. m.	ft.	h. m.	ft.
Mon. 22	11.45	5.4	5.8	5.4	5.8
Tues. 23	11.42	5.4	5.8	5.4	5.8
Wed. 24	11.40	5.4	5.8	5.4	5.8
Thurs. 25	11.38	5.4	5.8	5.4	5.8
Fri. 26	11.36	5.4	5.8	5.4	5.8
Sat. 27	11.34	5.4	5.8	5.4	5.8
Sun. 28	11.32	5.4	5.8	5.4	5.8

NOTICE.

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"THE IDOL DANCER"

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TO-DAY at 5.45 and 9.15

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in Songs and Dances

NORMA TALMADGE

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SLIGHTLY INCREASED PRICES.

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H.K. & S. Bank	n.	732 1/2
£35 paid	n.	435
Bk. of E. Asia	b.	152

Marine Insurances.

Canton	b.	405
North China	n.	153
Unions	sa.	230
Yangtze	b.	241 1/2
Far Eastern	b.	22 1/2

Fire Insurances.

China Fire	b.	121
H. K. Fire	b.	325

Shipping.

Douglases	b.	55
H.K. Steamboats	b.	253 1/2
Indos (Pref.)	n.	38
Indo Def. Lon/Reg.	n.	292 1/2
Indo Def. H.K. Reg.	n.	287 1/2
Shells	sa.	97 1/2
Ferries	b.	294

Refineries.

Sugars	sa.	186
Malabons	n.	55

Mining.

Kailans	b.	82 1/2
Langkats	n.	10 1/2
Shanghai Loans	n.	10 1/2
Shai Explorations	n.	10 1/2
Rauhs	b.	23 1/2
Fronchs	b.	18 1/2
Ural Caspians	s.	18 1/2

Docks, Wharves, Godowns, &c.

H.K. Wharves	b.	90
K. Docks	b.	189
Shai Docks	n.	123
N. Engineering	b.	12

Lands, Hotels & Buildings.

Centrals	b.	140
H.K. Hotels	n.	218
H.K. Lands	n.	201 sa. 202
H'phreys Est.	b.	10.10
K'loon Lands	b.	40
L. Reclamations	b.	130
West Point	b.	51

Cotton Mills.

Ewoos	sa. ex div.	22 1/2
Kung Yiks	n.	—
Lau Kung Mows	n.	—
Oriental	b.	17
Shai Cottons	n.	155
Yangtzepeeps	n.	—

Miscellaneous.

Cements	s.	16.75
China Light old	b.	11.10
Do. Light new	b.	11
China Providents	n.	12.10
Dairy Farms	b.	28 1/2
Electrics H.K.	n.	23 1/2
Electrics Macao	b.	22
Hongkong Ropes	b.	24 1/2
Hk. Tramways	n.	13 1/2
Peak Trams, old	n.	9
Do. new	b.	1
Steam Laundries	b.	8.60
Steel Foundries	b.	10 1/4
Water-boat	n.	16
Watsons	b.	8.10
Wm. Powells	b.	18
Wisemens b. ex rt.	cum div.	31
do New issue	b.	25